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IMAGE



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Nissan is entering Le Mans with a front-engined, four-wheel-drive petrol-electric racer. We find out why



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'The Audi RS3 gives more reward for being brave than for being smooth'

Nic Cackett, p54



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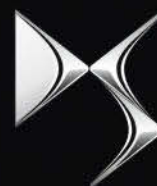


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Honda's comeback starts with Type R

THIS, WE WERE promised, is the year Honda hits back. The year in which the NSX, Civic Type R and return to Formula 1 competition are set to remind us about the firm's engineering prowess and supreme capability for producing affordable, thrilling cars, while the HR-V compact SUV proves that Honda can do practicality and efficiency as well as anyone.

After a stuttering start to the F1 campaign, you might have been forgiven for wondering if Honda's recent wilderness years, during which it has appeared short on decent products and inspiration, had dulled its edge. Happily, this week's first drive of the thrilling new Civic Type R (see p24) proves that this is far from the case.

There's more to come before we can declare a wholesale return to form, such as the arrival of the new NSX this summer. Nor should we overlook Honda's troubles elsewhere, not least the ongoing global airbag recall controversy.



But if the Type R is anything to go by, all the signs are there that Honda's engineers still have the know-how to do something truly special, and that can only bode well for their future and our driving pleasure.

JIM HOLDER EDITOR

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AUTOCAR

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THIS WEEK'S TOP FIVE

NEWS

BMW 7 Series

First pictures of BMW's new luxury saloon



NEWS

Le Mans 24 Hours

Pictures and opinion from the great race



GALLERY

Cholmondeley

All the news from the Pageant of Power



BLOG

Darren Moss

In China at the Global Automotive Forum



REVIEW

Ford Mondeo 1.0

First UK test of the super-frugal Mondeo



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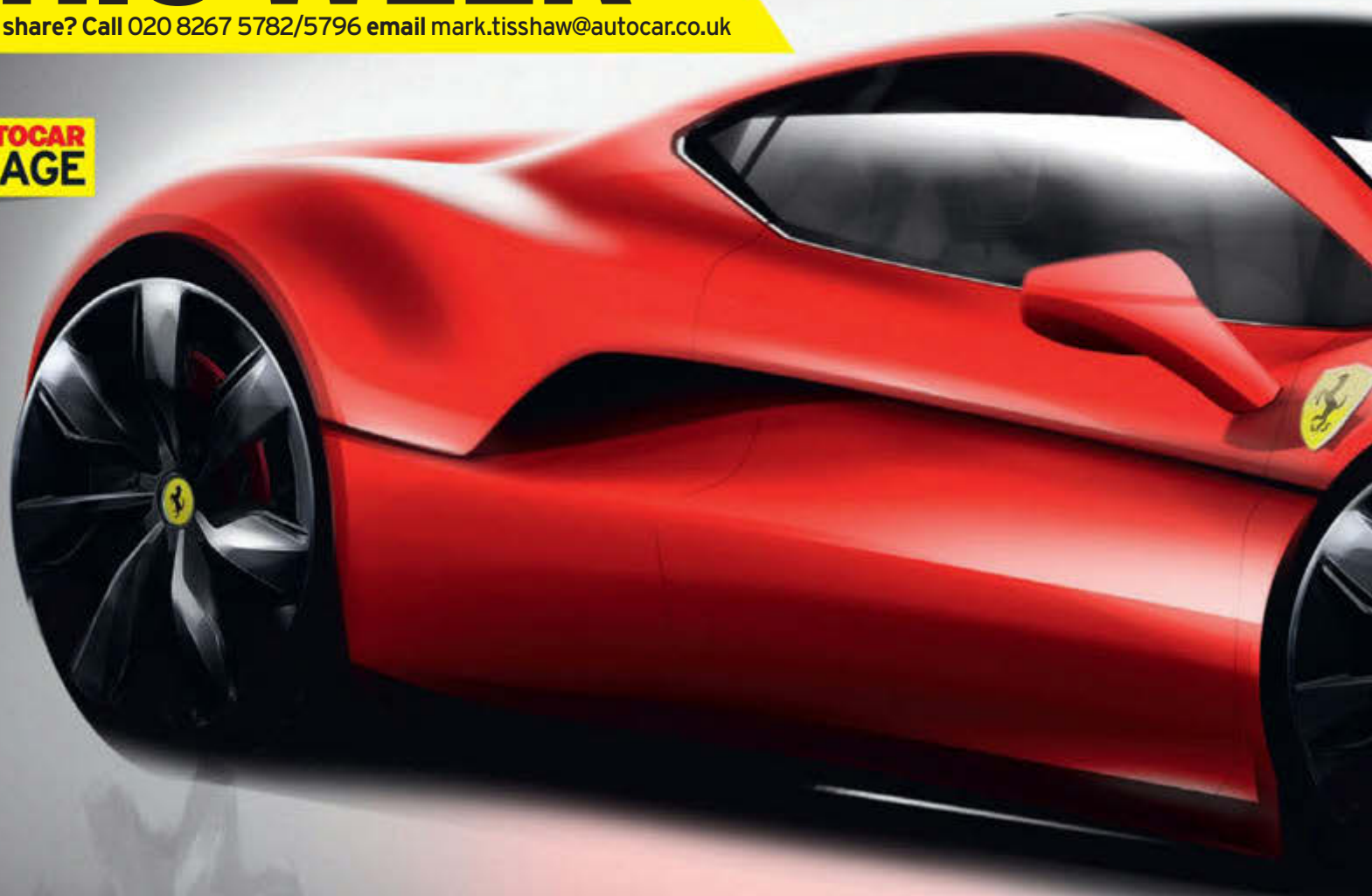
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**AUTOCAR
IMAGE**



Ferrari Dino returns with

■ Iconic name to be revived on new mid-engined sports car ■ Twin-turbo V6 with 500bhp ■

The Ferrari Dino is set for a sensational comeback to the Prancing Horse's range, most likely as a new £150,000 mid-engined sports car powered by a twin-turbocharged V6 engine.

The prospect of the Dino's return to the Ferrari range after a four-decade absence has been spoken of directly by recently appointed Ferrari chairman Sergio Marchionne. He told Autocar the revival of the Dino name was "not a question of if but when".

One of Ferrari's most iconic names, 'Dino' was used on V6 and V8-powered models in the 1960s and 1970s as

Ferrari sought to make more affordable but no less desirable cars under a new sub-brand and push up sales volumes.

However, although plans are now afoot inside the company to see a return for the Dino name and V6 engines, such a model should not be seen as following historical precedent in what it stands for.

Marchionne insists Ferrari has no plans to significantly push up volumes, enter at a lower price point or launch another sub-brand, as was the case with the original introduction of the Dino badge.

"We may produce a 500-horsepower Ferrari, but

it will not be a cheap Ferrari," he said. "The brand is unique and needs to be protected. I would always rather build 500 fewer cars than the market demanded rather than 500 more. We must not mess with customer expectations of Ferrari as an exclusive brand."

These comments raise the question of where the new Dino will sit in the currently four-strong range of the California T, 488 GTB, F12 and FF. One option could be as a radically different replacement for the California T coupé-convertible, which is due in 2018.

The California T, although critically and commercially

Marchionne said the revival of the Dino name was 'not a question of if but when'

well received, has never quite had the same extra layer of sporting intent, desirability and resonance with aficionados as the greatest Ferraris.

That said, the California T has opened up Ferrari to a new customer base, and this profitable segment is one that the company is unlikely to want to turn its back on.

The Dino is therefore most likely to join the range as a fifth model line, being a truly sporting, mid-engined model sitting in parallel with the California T, giving customers the option of a more traditional Ferrari sporting experience at the same price point.

But despite its similar price to the California T, the Dino →



V6 power

0-62mph in 3.5sec ■ £150k price tag



Dino 246GT is the inspiration for the new sports car

What the new Dino has to live up to

ALFREDO 'DINO' FERRARI was Enzo Ferrari's elder son. He was born in 1932 but died at the age of just 24 from muscular dystrophy.

He is credited with being the inspiration for the series of V6 engines that powered Ferrari Formula 1 and sports racing cars such as Mike Hawthorn's 1958 F1 world championship winner and the exquisite 206SP.

In 1968, Ferrari launched Dino as an automotive brand in its own right with the 2.0-litre V6 Dino 206GT. The car had a claimed 180bhp but was replaced the following year by the 195bhp 2.4-litre 246GT, although much of its potential performance advantage was obviated by the replacement of the 206's aluminium body with steel. Neither model carried a Ferrari badge or prancing



horse motif anywhere.

The Dino 246GT was replaced by the 308 GT4 in 1974, and although some early cars were badged as Dinosaurs, by 1976 all were being sold as pure Ferraris and the Dino brand fell into disuse.

Dino Ferraris are highly sought after today and considered among the most

desirable of Ferrari road cars, despite performance that, by modern standards, is decidedly modest.

Beautiful to look at, even better to listen to and possessed with the most exquisite handling, the 246GT could still provide a guiding light for an all-new generation of modern Dinosaurs.



MARK TISSHAW

What will a new Dino mean for Ferrari's future?

SERGIO MARCHIONNE'S comments on the revival of the Dino name reveal for the first time his thinking about how the Ferrari road car brand will evolve under his chairmanship.

Marchionne took the reins at Ferrari from Luca di Montezemolo last autumn in circumstances that seemed anything but a friendly handover. It was clear that each man had very different ideas for Ferrari's future.

Rumours of saloons and SUVs being added to the Ferrari range were quickly shot down by Marchionne, despite di Montezemolo's attempts to stir things up. "Marchionne wanted to build a truck, but I talked him out of it..." was di Montezemolo's retort to a question in his outgoing press conference in 2014.

But since then, it has emerged that maybe the two men were more aligned than they thought. Whispers of Ferrari saloons and SUVs have now stopped.

As for the Dino, the idea of a cheaper, entry-level Ferrari was always dismissed by di Montezemolo, who valued Ferrari's exclusivity and limited volumes above all else. Marchionne agrees. But his definition of the Dino seems different from di Montezemolo's. He sees the Dino as a pure-bred Ferrari sports car that's anything but cheap or entry-level.

The intrigue comes from how it will fit in with today's range and production volumes. There has been a concession from Marchionne that volumes could go from 7000 units a year at present to 10,000 units should there be enough demand.

So will Ferrari make fewer examples of existing models to make room for the Dino at the present 7000 volume? Will one of the cars disappear from the range altogether? Or will Marchionne make the jump to 10,000 units?

The significance of CO₂ legislation should not be overlooked here. Partially floated on the New York Stock Exchange and split from the wider Fiat Chrysler Automobiles group, Ferrari now has to go it alone on reducing its fleet CO₂ average. A smaller, lighter, turbo V6-powered sports car is a good way to go about this, rather than a larger V12-powered saloon or SUV.

← will live up to its historical roots by being a true sports car, one that's mid-engined, unlike the front-engined California T.

A front-engined Dino would be at odds with Marchionne's acknowledgement that the new Dino must be done right. "It is so important to get it right," he said. "And it would be a wrong association to make Dino just a cheaper Ferrari."

Such a model would give Ferrari a razor-sharp sports car to compete with the likes of the Porsche 911 GT3 RS.

In line with Marchionne's comments about the new Dino being anything but a cheaper, entry-level Ferrari, the new model would command a price of about £150,000, the same as the California T, although that figure is more likely to be higher than £150,000 than lower.

Although details of the car's exact make-up are scarce at present, all the signals coming from Ferrari point to it being powered by a V6 engine.

Ferrari has long been in the process of making its engines more efficient, adopting stop-start systems and turbocharging on the California T and 488 GTB and even downsizing the engine in the case of the 488 GTB. The new supercar has a twin-turbo 3.9-litre V8 in place of the

normally aspirated 4.5-litre V8 of its predecessor, the 458 Italia. The downsized turbo V8 is both significantly more powerful and has greatly reduced CO₂ emissions.

Marchionne said the results of internal investigations into the feasibility of a V6 engine had been "positive". Indeed, Ferrari already makes twin-turbo V6 engines for Fiat Chrysler Automobiles (FCA) sister brand Maserati.

Continuing the downsizing trend to smaller and more efficient V6 engines is the next logical step for Ferrari, not least because it will soon be spun off as a separate company away from FCA and can no longer rely on its place in the wider FCA group when CO₂ emissions are averaged out to meet legislative targets.

"We had to move to turbo because we need to reduce CO₂ emissions, and with the spin-off, Ferrari will be an independent company and cannot use the FCA fleet average," said Marchionne. "On top of that, credits [where a manufacturer can buy their way out of building zero-emissions vehicles] cannot be bought in Europe and China but only in the US. Saying that, it is clear that we are not the problem with 7000 cars per year, but we have to respect the legislation."





New V6 Dino is likely to be priced similarly to the £155k California T

'It would be a wrong association to make Dino just a cheaper Ferrari'

A twin-turbo V6 would significantly help to reduce Ferrari's CO₂ emissions on its current annual production volumes of 7000 units, not least because the Dino would make up a larger proportion of sales than other models, further reducing the average. However, whether production volumes stay at 7000 units a year after the Dino's introduction is another matter (see separate story, left).

While being super-efficient, the new V6 would not want for performance. Marchionne's hint at a 500-horsepower output would enable the

Dino to match the 911 GT3 RS for power and make a 0-62mph time of less than 3.5sec and a top speed close to 200mph achievable.

Such a car would have the added advantage of giving Ferrari an entrant in the growing ranks of junior supercars populated by the likes of the 911 GT3 RS and Aston Martin V12 Vantage S (and before long the Mercedes-AMG GT Black Series and McLaren 570S), albeit with the price premium that comes with a Ferrari.

**ANDREW FRANKEL/
MARK TISSHAW**

Ferrari F12 set for facelift

DISGUISED TEST MULES of a revised Ferrari F12 Berlinetta have been caught testing near the firm's Maranello headquarters in Italy.

The test mules show a disguised rear end on the F12, indicating that the main changes to the car will centre around the styling as part of its mid-life changes, which are due next year.

However, Ferrari rarely does minor facelifts to its cars, instead opting for more significant changes and typically a new name to reflect this.

Power for the F12 currently comes from a mighty naturally aspirated 6.3-litre V12 engine, which develops 740bhp. Additional power can't be ruled out, and other

changes are likely to include greater weight saving, a new look, improved aerodynamics and chassis tweaks.

The most likely launch venue for the revised F12 is the Geneva motor show next March. That would mark the fourth anniversary of the F12's unveiling and be in line with the company's launch schedule.

SPY SHOT
FERRARI F12





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Hot Astra GSi on the way

A 247bhp GSi version of the new Vauxhall Astra is tipped to arrive next year to rival Ford's Focus ST

More powerful versions of the new Vauxhall Astra are planned and will join the ranks of Europe's hot hatches, which are currently experiencing a sales resurgence.

Nothing is official at this stage but the boss of Vauxhall parent General Motors Europe, Karl-Thomas Neumann, has recently hinted at a return of the Astra GSi. The sporty trim is earmarked to run a powered-up version of the company's turbocharged 2.0-litre four-cylinder petrol engine. This unit, which develops 247bhp in the larger Insignia, would provide the Astra GSi with the same output as that of the Ford Focus ST.

The GSi trim is expected initially to be offered only on the five-door version of the new Astra, although there could eventually be a Sports Tourer model to rival fast estates such as the Focus ST estate and Seat Leon ST Cupra.

It will not be offered as a three-door GTC version, at least not to start off with, because Vauxhall plans to continue selling the three-door VXR for the foreseeable future. The GTC VXR was launched after the previous-generation Astra, in 2012, and is set to continue for the time being.

A GSi trim would offer a more sporty look and set-up than that of the standard Astra but stop short of the full-on appearance and mechanicals of the VXR. Items such as sports suspension, upgraded brakes and more supportive seats are likely, but it will not offer a full limited-slip differential.

The new Astra will be available to order from September this year, with the first cars due for delivery by the end of 2015. The GSi version will not be available at launch but it is most likely that it will go on sale within the first year of Astra sales.

GREG KABLE

New Astra VXR also planned



A REPLACEMENT FOR the Astra VXR is still on the drawing board although it is yet to receive a definitive production go-ahead. This could sit above the GSi and act as a rival to the likes of the Ford Focus RS and the Volkswagen Golf R.

Details remain scarce

although the performance flagship is set to receive a more heavily tuned version of the firm's turbocharged 2.0-litre four-cylinder petrol engine, delivering an additional 20bhp over the old Astra VXR, at 296bhp.

It is likely to be a three-door only, like the current

VXR, and get similar styling enhancements, such as beefed-up bumpers, deep side skirts and a large spoiler. Upgraded brakes, revised suspension and a limited-slip differential are also likely.

» All-new Honda Civic Type R first drive, p24

TIGUAN TOES THE EURO 6 LINE

Volkswagen's Tiguan has been revised. All engines now meet Euro 6 emission standards and fuel economy has improved by up to 9%. S, Escape, Match and R-Line trims are tweaked and all now have a 5.0in colour touchscreen.



BMW 1 SERIES GETS THREE-POT

BMW has added a three-cylinder petrol engine to the 1 Series range in the form of the 118i. The 136bhp unit is available in both three-door and five-door versions, which cover the 0-62mph sprint in 8.5sec. Prices starts at £20,245.





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Confidential

RUMOURS SUGGESTING that BMW is planning to introduce a new entry-level urban SUV have been denied by officials, who say the X1 will remain the entry point for the firm's SUV line-up in the short to medium term. "There is no current plan to introduce an SUV model below the new X1," said a source. "This is a segment occupied by our Mini brand, and this will remain so in the future."

CAR MANUFACTURERS are powerless to prevent Chinese companies from ripping off their designs, according to JLR's CEO, Ralf Speth. "We can't do anything," he said. "I hope the Chinese customer sees the difference and selects the real product and not a copied one. We hope they generate a self-regulation process so that they can get rid of this kind of copy-and-paste way of working."



THE WASTE SAND produced as a by-product during the casting of cylinders heads at Honda's Swindon plant is passed to the local council to use for road repairs.

MITSUBISHI MOTORS UK chiefs will meet representatives of the Office for Low-Emission Vehicles to discuss the future of the subsidy given to buyers of new hybrids and electric cars. With sales of the plug-in hybrid Outlander PHEV driving sales success across Mitsubishi's model range, the company is keen to learn whether the grant will continue. Mitsubishi also wants to address government fears that a proportion of buyers are claiming the grant but not then recharging their cars. Mitsubishi says it has data to prove that two million electric miles were driven in its cars last year.



The Mitsuoka uses a 158bhp 2.0-litre engine

Mitsuoka transforms MX-5

Japanese firm gives Mazda roadster a luxury retro makeover; price is £53,800

The Mazda MX-5-based Mitsuoka Roadster, which aims to offer British styling on a modern sports car, has been launched in the UK.

The £53,800 convertible is based on the current MX-5's underpinnings and uses its 2.0-litre petrol engine.

The 158bhp 16-valve unit is unchanged from the MX-5, and it is capable of propelling the car from 0-60mph in 8.1sec and on to a top speed of 127mph. It emits 181g/km of

CO₂ and has a combined fuel economy figure of 35.9mpg.

Like the MX-5, the Mitsuoka is available with a choice of six-speed manual and automatic gearboxes. It also has an electrically folding hard-top.

The Roadster is the latest creation from Japanese hand-built luxury model specialist Mitsuoka. Standard equipment includes 17in alloy wheels, heated leather seats, leather trim on the steering wheel, gearlever and handbrake,

Bluetooth, power steering and cruise and climate control. The manual model also comes with sports suspension, while the automatic has a softer set-up.

There are few optional extras available on the Mitsuoka, although the company says it will offer a bespoke customisation service if buyers want anything specific. A spokesman said this could include different alloy wheels or even fitting a turbocharger to the engine.

The only official options are metallic or pearlescent paint at £620 and a satellite navigation system, which costs £580.

The Roadster is available to buy in the UK from selected dealers in the south of England, with the first cars due to be delivered at the end of the month. The company is looking to sell around 20 to 25 cars this year and is also hoping to begin sales in Germany later in the year.

TOM WEBSTER

For sale: small UK sports car company

THE OWNER OF a British sports car firm has placed his company up for sale, offering a fully designed and engineered car that is ready for production.

The Avocet, a sub-£30,000 lightweight model powered by a 150bhp 2.0-litre Ford engine, is the work of private automotive enterprise MMI. Martin Miles, the founder and managing director of the company, has placed the car up for sale.

The Avocet started life more than a decade ago under the name Strathcarron. Miles was a backer of the original enterprise but the company failed, so MMI took over and set

about extensively redesigning and re-engineering the car.

So advanced is the Avocet's development that all that is left is for it to be placed into production.

Production of the car is budgeted for 150 units per year over two years. "We are realistic on volumes," he said. "We have sourced suppliers, Caterham Technology has done the materials for us, it's designed for production and we have the tooling."

Miles didn't put a figure on what he would like for the project but did say it had been self-funded up to this point.



The 150bhp Ford-powered Avocet is ready to go into production

NEW DESIGN BOSS AT BENTLEY

Stefan Sielaff is the new director of design at Bentley. Sielaff has spent the past three years in the Volkswagen Group design team, working as both head of interior design and design director at the Volkswagen Design Centre in Potsdam.



CLEANER CAR SALES ON THE UP

SMMT sales figures for May show growth for the 29th consecutive month. There was also a surge in sales of ultra-low-emissions vehicles, including plug-in hybrids and EVs, with 11,842 registered – four times more than in May 2014.





All-electric Jaguar saloon gets go-ahead

Stand-alone super-luxury Jaguar EV is set to take on Tesla Model S and perhaps even replace the XJ

Jaguar Land Rover bosses have given the green light for a stand-alone all-electric Jaguar – a model that could usurp the XJ as the company's flagship.

Autocar can reveal that the new car has been given the codename X560 and will be built on a modified version of the all-aluminium platform that underpins the new XF.

Despite earlier suggestions that Jaguar may build an all-electric version of the F-Pace crossover, Autocar understands

that Jaguar's first electric model will be a super-luxury saloon aimed primarily at the US's west coast and China's 100 biggest cities.

This new car is expected to be pitched as more luxurious and more stylish – especially inside – than Tesla's Model S. It should have a range of at least 270 miles on a full charge. Annual volumes of about 10,000 units are being suggested, according to previous leaks.

X560 is expected to

outpoint the Model S on the quality and maturity of its interior design and engineers will probably try to improve on the Tesla's in-cabin refinement. Jaguar's long-established excellence in ride and handling balance should give the car another advantage.

Although details remain sketchy, sources say the new car will be built on the same basic aluminium architecture as the new XE and XF. It's known internally as D7a.

However, it seems that



Tesla Model S is the electric saloon that Jaguar will be out to beat



this platform will be modified to a degree that prevents it from being built alongside conventionally powered models on main production lines.

Sources say X560 has been pencilled in for production at Castle Bromwich, although this might change. Technically, X560 could be built at the Chinese facility in Changsu that Jaguar Land Rover (JLR) shares with its partner, Chery, because this plant is scheduled to build the D7a-based long-wheelbase XF. Indeed, with China targeted as one of the car's main markets, it would make good sense.

No details of the car's technical make-up have emerged yet, but the structure will certainly have to undergo significant modifications to accommodate the battery packs. The floor structure, centre tunnel and rear bulkhead are all likely to be newly designed pressings.

X560 will probably use the same suspension architecture as the XE and XF, but the rear suspension will be significantly modified, with an electric motor in the space usually occupied by the rear differential.

The XF's heating and ventilation system will be replaced by a set-up powered solely by electricity and a new

interior will be based around TFT screens to eliminate most conventional switchgear.

There are two big practical reasons why JLR needs to launch a credible electric model. First, selling an EV in California is something JLR has to do in order to build up the government environmental 'credits' that will allow it to also sell the highly profitable high-powered Range Rover models.

Second, Chinese local and national governments have been pushing policies to encourage the take-up of hybrids and pure EVs. It has set ambitious targets of as many as five million 'new energy' vehicles on China's roads by 2020.

X560 may even replace the XJ as Jaguar's flagship executive car, according to insiders. The future of the XJ is already seen as being in flux, because the new XF saloon will be sold in standard and long-wheelbase forms that are almost identical in size to today's two XJ variants.

Plans for the Chinese-built long-wheelbase XF, which is likely to be more spacious than today's XJ LWB, puts a question mark over the XJ surviving for a fifth generation in its current form.

HILTON HOLLOWAY



HILTON HOLLOWAY

Where does this leave the XJ?

THE APPEARANCE OF Jaguar's electric luxury car in the company's model plans has raised a significant question mark over the future of the current flagship, the XJ.

A replacement for the XJ is not in the current Jaguar Land Rover cycle plan, even though the new electric car has already been awarded a model code (X560).

The appearance of a long-wheelbase version of the new XF on the same plan also calls into question the viability of the XJ concept.

After all, the new XF already has a handily larger cabin than today's XJ and the LWB version will probably be even larger than the stretched XJ.

So where does this leave the XJ, a car that in many ways defined the post-E-Type era for the company?

Sales of the current XJ have been climbing since it was launched in 2009. About 20,000 were shifted last year, although just 1900



were in the UK and 4329 in the US. Sales in China and India (where it is produced locally) have recently jumped significantly.

Although a sales volume of 20,000 units per year is not to be sniffed at, the latest Mercedes-Benz S-Class achieved 100,000 sales globally last year, and even the Tesla Model S

recorded 31,200 sales.

With the new XF likely to Hoover up much of the XJ's executive and chauffeur market, will it be the XJ that is reinvented as a high-tech all-electric saloon?

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Mazda's Skyactiv tech focuses on weight-saving and efficiency



Mazda plans big efficiency gains

Petrol engines fitted to Mazdas in five years' time will be significantly more fuel efficient than today's

Mazda is aiming to lift the efficiency of its petrol engines by 50% by 2020, according to European research and development chief Kenichiro Saruwatari.

The current efficiency of its petrol engines is a competitive 40%, but it hopes to reach 60% in the next five years.

It hopes to do this by developing its homogeneous charge compression ignition

technology (HCCI), in which the mixture is ignited by compression rather than a spark, like a diesel.

That will involve raising the compression ratio from about 14.0:1 today to 18.0:1 and achieving very precise control of the combustion process to avoid knock. The aim is to combine the cleaner emissions of a petrol engine with the efficiency of a diesel.

As part of its Skyactiv

efficiency programme, Mazda is also investigating scope for reducing heat lost through the exhaust system, which typically loses about 30% of the fuel's energy. "We're looking at several solutions but can't say which yet," said Saruwatari.

The company has been pursuing its current efficiency path since the development of the 2002 Mazda 6, which was "generation one of the roadmap", Saruwatari said.

He said the next CX-5 crossover will be the first of the seventh generation. "The main direction of Skyactiv has not changed," he added, "although we sometimes find new technologies and materials that produce a step change."

Mazda recently announced a partnership with Toyota that could result in a plug-in hybrid model, but it has said its petrol cars could ultimately match EVs for well-to-wheel

efficiency. This could mean average well-to-wheel CO₂ emissions of about 80g/km for an unspecified 'average' model equipped with a Skyactiv Generation 2 engine.

The third generation of Skyactiv engines could take this even further. Mazda has previously spoken of average well-to-wheel emissions as low as 50g/km, although it has not set a date for this.

RICHARD BREMNER

Volkswagen Phaeton dropped from UK range

Phaeton has been ditched because of emissions laws



THE PHAETON, the luxury flagship of the Volkswagen range, has been discontinued in the UK. A VW spokesman said the model "in its current form" had been discontinued because its engines do not meet Euro 6 emission laws.

The Phaeton first went on sale in 2002 and received comprehensive facelifts in 2008 and 2010. The engine range included a 236bhp 3.0-litre V6 diesel, as well as V8 and V10 petrol options. A 309bhp 5.0-litre V10 TDI was also available in the past and a 444bhp 6.0-litre W12 was offered in some markets.

Although already axed in the US, the Phaeton sold well in Asian markets. However, analysts have said for some time that it should be dropped. Reuters reports suggest the car never met VW's target of 20,000 units annually, despite costing more than \$1 billion to develop.

The Phaeton was a project of former Volkswagen Group boss Ferdinand Piech, who resigned from the company in April. Piech's departure may well have paved the way for getting rid of the Phaeton in slow-selling markets.

Figures from the Society

of Motor Manufacturers and Traders show that VW sold 31 Phaetons in the UK last year, compared with 107 in 2013.

However, VW won't be left without a range-topping saloon for long. In March last year, VW development boss Heinz-Jacob Neusser confirmed the Phaeton would be replaced by an all-new saloon, which VW expects to be at the top of its class.

Speaking to Autocar at the 2014 Geneva motor show, Neusser said the next Phaeton "has to be class leading" and be "very smooth and luxurious" to drive.



Jeep's Qashqai rival breaks cover

The Jeep Renegade will get this bigger brother by the end of next year; Fiat to have its own version

This chopped-up engineering mule is the first evidence of the new Jeep SUV that will challenge the Nissan Qashqai.

As revealed in Autocar in March, Jeep parent Fiat Chrysler Automobiles has hatched plans to build a pair of mid-sized SUVs.

Jeep and Fiat will each sell a version of the new model. The new Jeep will replace today's Compass and Patriot models, which are not sold in Europe.

Mike Manley, Jeep's global boss, told Autocar earlier this year that although the brand sold one million vehicles last year, only 8% of that total was in Europe.

Sales of the new Renegade are settling down to a rate that should allow the firm to sell between 50,000 and 60,000 units in Europe this year and the bigger model should do at least as well. Manley suggested this new model could be on sale by the end of next year.

Fiat's version is expected to have 500X styling cues and could be badged 500XL.

As seen in these spy shots, the new platform is adapted from the architecture that already underpins the smaller 500X and Renegade.

Autocar understands that about an extra 10cm has been inserted into the rear footwell of the new platform. This should stretch the wheelbase to a similar length to that of the Nissan Qashqai, at 2.65m.

The front and rear tracks have been slightly widened. The final production models will also have a longer rear overhang, significantly increasing boot space.

The transmission system is expected to be carried over to these new models with very few changes. That means it will get struts at each corner and multi-link rear suspension.

All-wheel drive models will get the GKN switchable four-wheel drive transmission and

the option of a nine-speed automatic gearbox.

The engines – two diesel and two petrol – are also expected to be carried over. Buyers will have the choice of a 120bhp 1.6 Multijet II and the 140bhp and 170bhp 2.0-litre Multijet II.

It's thought that the smaller 110bhp 1.6-litre E-torQ engine will not be offered in this bigger SUV, leaving a choice of the 140bhp and 170bhp Multijet II turbo petrol engines.

HILTON HOLLOWAY



SUV FIRST TO GET NEW BENTLEY INFOTAINMENT

Bentley's new Bentayga SUV will be the first model to feature the company's all-new infotainment system.

Paul Jones, director of product management for the Continental and Flying Spur, said it wasn't possible to bring in the new system with the recent facelift on the Continental.

"With this facelift, we couldn't justify a new system," said Jones. "It's integral to the architecture of the car and it isn't as easy as swapping the old out for a newer system."

He said the new system will have to improve on the current offering and will be spread across the Bentley model range.

"What we have planned for the next Continental will be showcased in the Bentayga. We know the current system isn't brilliant, but we still think it delivers what Bentley buyers want."

SEVEN-SEAT NISSAN EV IS £20K

Nissan has unveiled a seven-seat version of the e-NV200 electric MPV. It goes on sale in July, priced from £19,895 (including the £5000 government grant). It has a Nissan Leaf powertrain and an electric range of 106 miles.



RUGGED INSIGNIA DITCHED IN UK

The Vauxhall Insignia Country Tourer has been removed from UK sale less than two years after its debut. Vauxhall has ditched the front-drive version. The four-wheel drive system and Euro 6 engines aren't engineered for right-hand drive.



Tester's Notes

Matt Prior



Aventador SV seems an ideal candidate for left-foot braking in several respects but you must be wary

Future JLR cars to dodge potholes

JAGUAR LAND ROVER (JLR) is developing technology that will allow a car to spot and react to a pothole in the road.

The technology can currently identify the presence of a pothole in the road and then adjust the suspension to lessen the impact and keep the car riding as smoothly as possible.

Currently, the research vehicles can recognise a hole only when they have driven over it, but the next stage of the process, said JLR, is to identify potholes

before the car gets near them and automatically guide the car around them without leaving its lane. This would be done via a digital camera that scans the road ahead.

The information could then be shared with other vehicles and even the local authorities to enable them to fix the problem as soon as possible. The research team is working closely with Coventry City Council to explore the possibilities.

Potholes are estimated to cause about £2.8 billion of damage to cars per year.



BMW 7 Series leaked

THE FIRST IMAGE of the new BMW 7 Series has been leaked on the internet by the firm's official Austrian website.

The image appeared briefly before being removed when the error was realised. The BMW at website also revealed that the new 7 Series will initially come with the choice of three engines, standard rear drive

and optional four-wheel drive.

The 730d has a 3.0-litre diesel and the 740i gets a 317bhp 3.0-litre turbo petrol. Topping the launch line-up is the 750i xDrive, with a twin-turbo 444bhp 4.4-litre V8.

The new 7 Series is due to be revealed on the evening of 10 June. Head to autocar.co.uk for all the latest information.

Because I am not a rally driver with lots of Ks in my name, I do not left-foot brake much. You know the technique: pushing a brake pedal with your 'wrong' foot while the right foot hovers on or around on the accelerator.

Racing and rally drivers do it all the time, to slow a car while simultaneously maintaining a preferred cornering balance. Or perhaps there's engine lag and they want to make sure it spools more quickly. Or perhaps a car is running wide and they want to just brush the pedal to bring it back into line. And sometimes they like to blur the line between slowing for a corner and picking up the throttle on the way out.

I'm sure there are other reasons, too, but I don't really understand them much, which is why I don't do it often.

The other week, though, I felt compelled. The Lamborghini Aventador SV has a great big brake pedal seemingly set up perfectly for the job, and it also

If you trail the brake a bit too much, the Aventador SV pulls the plug on the V12

seems to like to be told precisely what to do at any given moment, because it feels notably wayward should you find yourself in the middle of a corner while not touching either of the pedals, and even more lively if you jump from the throttle to the brake.

So I harnessed my inner Finn, so that I could more gingerly press both pedals and, in the end, I got the hang of it and was overlapping slowly releasing the brake near the apex with slowly picking up the throttle on the way out. Because, in a 740bhp

car, I find 'slowly' is the best way to pick up the throttle.

Thing is, if you trail the brake a little too much, the Lamborghini is disinclined to give you any acceleration at all. It thinks you're all flustered, are about to run into something or someone, and have gone for both pedals at the same time. So it pulls the plug on the V12.

Sensible? Probably. "This is a safety issue," says Maurizio Reggiani, Lamborghini's R&D director. "We had several discussions about this." It's a Volkswagen Group policy but apparently wouldn't be compulsory at Lamborghini. "We can avoid it," says Reggiani, "but you can imagine also that on the public road, this [the ability to stop] is an ability that we must guarantee."

So, yes, sensible, but I dunno, Reg. If you're driving a Lamborghini Aventador SV, and you put its chassis and engine into their angriest settings, couldn't it be assumed that you know what you're doing? If you don't, it's like choosing a foot-long kitchen knife and then being surprised that it's sharp. "I have the same discussion with my test drivers," says Reggiani. "I say '**** you'." So that's that. Whatever the Lamborghini, whatever the power, if you're flummoxed just lamp both pedals, hard, and it'll do its best. Actually, maybe that is quite reassuring after all.



Left-foot braking is a rallying staple; Finns do it in their prams, too

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A Week In Cars



Steve Cropley



Ex-Lotus man Bahar is all smiles thanks to his successful new venture

MONDAY

Our revelations last week that an all-new TVR sports car is under development for 2017 stopped the traffic in a way that few stories manage to do. Anyone who thought that the nine-year lapse since TVR last built a car had reduced the marque's popularity was proved wrong at a stroke.

Given that the meat of the news story and images were exclusive to Autocar, it was fun clocking how they spread across the world. We posted our story on the website early last Wednesday and by mid-morning it had been viewed 21,000 times and linked to a hundred different websites in India, China, Japan, the United States and Australia. When you think how many more audiences then viewed those postings, the figure for the total number of people informed must have been little short of astronomical.

It's amazing how news spreads today in comparison with the old days. Not long ago I was looking at a photo of the doyen of 1950s/60s grand prix reporters, Denis Jenkinson, leaning comfortably against a wheel of his Porsche 356, parked on a grassy verge somewhere

Anyone who thought TVR's popularity had reduced was proved wrong at a stroke

in Europe while he completed – in longhand – one of his ginormous grand prix reports. Next, he would have popped the manuscript – the solitary copy – into a convenient mailbox, addressed to London. If that report had hit the news stands inside four weeks, it would have been considered timely.

And another thing...

Ariel boss Simon Saunders has added this rare 1873 Ariel 'Ordinary' penny-farthing to the company collection, because Ariel was a pioneer maker of bicycles. The handling is described as "tricky".



TUESDAY

Good fun meeting in London with ex-Lotus boss Dany Bahar, whom I always liked. He's 18 months into a new project, Ares Design (see p52), which takes rich people's cars and rebuilds them as the clients want. The cleverness of the proposition is that the client, although assisted by professionals, is the author of the design. Thus Ares isn't a producer of products, so it needs no brand development, just a good reputation. Work is of high value but doesn't disturb a car's structure, so the project need concern neither original manufacturer nor legislative authorities. Genius.

Bahar will soon have a presence in the UK again; Ares is doing so well it needs a Piccadilly showroom, he says.

Bloodhound project DIY rocket kit has got the kids excited



WEDNESDAY

Interesting afternoon as a passenger in Aston Martin boss Andy Palmer's Rapide en route to Heathrow, from where Palmer was catching a flight to China. After an absorbing chat about the importance (and strong prospects) of Aston generating "free cashflow" to fund its next-gen models, we arrived at about 7pm.

It was informative to compare our schedules. Mine involved an evening in London; Palmer's had him flying through the night, arriving in Shanghai at lunch, meeting British and EU ambassadors at 3pm to plan a request to China's authorities to consider making tax regimes easier on low-volume imported cars, then attacking important company issues with his dealer bodies. Friday and Saturday he'd be in Beijing, bringing company people and dealers up to speed with corporate plans.

On Sunday afternoon he'd be home again – just in time for the new working week.

FRIDAY

Onto my desk dropped a box about big enough to hold a wine bottle with 'Sender: Richard Noble' on its label. Inside was a block of polystyrene, some plans, four wooden wheels and a couple of axles. This was one of the thousands of Bloodhound rocket racer kits the land speed project's principals have been sending to kids all over the country. Like theirs, my parcel included an invitation to carve the block into a Bloodhound model, stick it all together and bring it to a race meeting near my home, where I'd be given a rocket motor and allowed to race against others – hoping to beat the best scale speed so far of 533.1mph. Given how this stirred me, I can only imagine how fired up the kids must feel.

steve.cropley@autocar.co.uk

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FIRST DRIVES

This week's new cars

Honda Civic Type R GT

2.6.15, Bratislava Honda's hardcore 306bhp front-wheel-drive firecracker is finally here



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PEUGEOT 2008

MOTION & EMOTION



PEUGEOT



Black, red and aluminium set the Type R's sporting theme in a cabin that sacrifices no equipment to the go-faster cause; that wheel rim can obscure the speedometer, though

Well, it has seemed a long time coming, but now the Honda Civic Type R is here, and it arrives not short of mechanical promise. Some 306 promises, in fact, which make it one of the most powerful hot hatchbacks in existence. And one of the most hardcore, thinks Honda, which calls it nothing less than the most extreme Type R to date.

And that, for a company with the Integra Type R in its back catalogue, is quite something – especially as this is also the first Honda to get both VTEC variable valve timing and a turbocharger. That's unusual. Traditionally, Type Rs are naturally aspirated and rev to the stratosphere. However, this one revs to only 7000rpm, on the way passing that 306bhp peak at 6500rpm and generating peak torque – all 295lb ft of it – at 2500rpm.

So far, so un-Type R. More Renault Mégane RS or Volkswagen Golf R, in fact, although Honda has tasked the Civic with deploying its poke through only the front wheels, via a mechanical limited-slip differential, so it's more like the Renault. Given that it's quite a lot of poke, the Type R has been fitted with dual-axis strut front suspension. It's a system already employed by Ford, Renault and Vauxhall hot



This Type R is an easy car to drive briskly because the engine is so docile, but it's also exceptionally quick when you extend it fully

It's fast. Honda claims 0-62mph in 5.7sec. It's extremely punchy through the mid-range, too

hatchbacks, and it's claimed to reduce the torque steer – by 55%, Honda says – that results from sending 295lb ft through the front wheels (see p28 for more details).

The rear suspension is by a torsion beam (which isn't necessarily a bad thing), the steering is electrically assisted and there are adaptive dampers. Those dampers can be placed into either of two modes, the stiffer of which is accessed by

pushing the '+R' button on the dashboard. Honda is making quite a song and dance about the Type R's speed around some German race circuit or other. The +R mode is optimised for that circuit, so as well as stiffening the dampers, it firms up the steering, increases throttle response and reduces the intrusion of the stability control system. And – woo! – the dials turn an angry red.

Not as angry as the outside, ➔



◀ however, where the Type R is generously winged and vented. Honda says the various addenda on the Civic's five-door body are present for aerodynamic or heat-dissipating purposes, not for aesthetics. I should hope so, because graceful it isn't.

Inside, things are more like you'd expect. There are exceptional seats, with a mostly decent driving position, although the steering wheel too easily obscures the speedometer – a potential issue in a car with 306bhp and this much sporting intent. There's also a pleasing, aluminium gearknob for the six-speed manual gearbox. No automatic option is offered.

That's fine, especially when you consider how good the control weights are. The throttle and brake could be closer to ease heel-and-toeing, and the gearshift could use a little less notch, but I'm picking holes here. Mostly, the Civic is a naturally easy car to drive.

The engine is docile, too, making for easy, brisk progress at fair to

There's no doubt that the Civic Type R grips heroically on a circuit. There's some throttle adjustability, too

middling inputs, although there's obvious turbo lag at lower revs. Which isn't very Type R at all.

It doesn't get any more traditional as you work the engine. The Civic is fast, no question. By gum, it is. Honda claims 0-62mph in 5.7sec, and it's hard to make a front-driver accelerate a great deal quicker than that. It's extremely punchy through the mid-range, too, but it gets boomier towards the limit. Our test car had only 1200 miles on it, but our long-term Mégane RS 275 felt freer-revving at the same mileage. There's no denying the shove, mind. This

Strut your stuff

SMART IDEA, THE dual-axis strut. Instead of the whole MacPherson strut turning, most of it stays where it is. There's a separate knuckle, much closer to the wheel centre, about which the front wheel turns instead. And because the tyre's contact patch – the source of torque steer – is closer to the turning axis, the distance over which it operates is much smaller. It's like applying force to a door near the hinge rather than the handle. The torque has much less effect on the driver.

Others have used it before, but Honda claims a couple of firsts. Although the driveshafts are unequal lengths (standard practice on front-drivers), Honda has made sure they

have the same rotational rigidity, which further reduces torque steer.

Then there are a few bits Honda won't talk about. What if a rival pulls a Civic apart? "They might get a few clues," says development boss Hisayuki Yagi. "But they probably won't know where to look."





Grip is plentiful, especially at road-going speeds, and the steering is consistent and accurate, but there isn't the degree of feedback or connection you get with a Mégane RS



Bolstered seats provide excellent support and comfort and the driving position is mostly good; Civic Type R offers fine everyday practicality, including split folding rear seats



is an exceptionally capable car.

It's equally capable when it comes to ride and handling. Or the handling, at least. A fuller judgement of the ride will have to come when we drive it on roads bumpier than the cricket-wicket-smooth asphalt we've driven the Civic on here. I think it'll be firm but controlled in standard mode and all but unbearable in +R.

With the right switches pushed, there's no doubt that the Type R grips fairly heroically on a circuit and its locking differential keeps the front end under tight control when you make big power demands. There's some throttle adjustability here, too.

It's promising, no question, and doubtless effective at posting a sub-eight-minute lap at you-know-where. But there's more to life than that, and if you're looking for the last word in communication and engagement, I don't think the Civic Type R is the car to provide it.

The steering, consistent and accurate though it is, is less impressive than the mechanical

grip. It's a less engaging steer than the one you get through the Mégane's feelsome rack. I think, although I'd want a back-to-back test to be sure, that less torque steer gets through to the Honda, albeit at the expense of some precision and insight. Despite Honda's work on the front end, I think ultimately it's a compromise impossible to circumnavigate in a really powerful front-driver; when you knock back torque steer, you knock back road feel. So in the Honda, there are only muted tugs at the rim but likewise less intimacy with the road.

Not that it'll matter to everyone. That the Type R is wilfully different from both of its main rivals means that Honda has chosen a decent path for it. And okay, although it's not as compelling a proposition as, say, a Golf R or a Mégane RS 275 Trophy, it is probably the most capable front-wheel-drive car in series production today. There's something commendable about that.

MATT PRIOR



HONDA CIVIC TYPE R GT

Fast and aggressive, albeit lacking the ultimate finesse of a Renault Mégane RS



Price	£32,195
Engine	4 cys, 1996cc, turbo, petrol
Power	306bhp at 6500rpm
Torque	295lb ft at 2500rpm
Gearbox	6-spd manual
Kerb weight	1382kg (dry)
Top speed	167mph
0-62mph	5.7sec
Economy	38.7mpg (combined)
CO ₂ /tax band	170g/km, 29%

Ferrari 488 GTB

28.5.15, Maranello Successor to the 458 Italia arrives with a downsized twin-turbo V8 engine

Ferrari likes a graph. I don't think I've ever seen as many charts, illustrations and graphs at one sitting as during the 488 GTB's press conference. I suppose the message was: this, the 458 Italia's replacement, may well be based ostensibly on the same architecture as its predecessor, but don't think it's a facelift.

Duly noted: there are lots of new things here. About 85% of things, in fact. Chief among them is – gasp – a turbocharged engine. More graphs, and message number two: this is still very much a Ferrari motor. Duly noted? We'll see.

Why is it turbocharged? Why do you think? Because it's smaller, leaner and more efficient this way. And, inevitably, more powerful. By a lot. The unit, still flat-plane cranked,

now displaces only 3.9 litres, rather than the 4.5 of its natural-breathing predecessor, but its two IHI turbos – each of which has dual scrolls and many, many friction-reducing parts (I've seen the diagrams) – spool up exceptionally quickly. When boosting, they make 661bhp, although that now happens at 6200-8000rpm rather than the 9000rpm of the 488's predecessor.

What really makes this engine a Ferrari engine, we're told (yes, yes, we'll see), is that the torque is artificially reduced at lower revs in lower gears. Only in seventh is full torque – 561lb ft – available, at 3000rpm. It'd be faster if Ferrari let it all loose, all the time. But it would also sound a bit crummy, say its engineers. Unleash the full gamut of foot pounds in every gear and →



Steering rack is taken from the 458 Speciale, so it's quick to act and communicative



FIRST DRIVE

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There's no doubt that the 488 GTB's twin-turbo V8 propels it down the road with tremendous force and to an enjoyable soundtrack, but it isn't as spine-tingling as its forebear

← the noise would be a constant burp, rather than a Maranello-spec yelp.

I'm happy to believe that everything else is Maranello spec before I've even driven the car, because if you doubt the value of Ferrari's limited-run project cars, the 488 GTB is the perfect case study. The steering rack is from the 458 Speciale. Ditto the adjustable dampers and the tyre sizes. Brakes are exactly the same as LaFerrari's and the 488 GTB has a new generation of the Speciale's Side Slip Control, called SSC2, imaginatively.

SSC2 not only acts via the electronically controlled limited-slip differential like SSC1 did but now also softens or firms the dampers subtly to give you an even more carefully metered dose of opposite lock should you want to look like a hero and are bold enough to keep the throttle pinned in a 670-metric-horsepower supercar.

And this is about to sound ridiculous, but keeping a 488 GTB's throttle pinned is not a particularly frightening thing to do. Yes, this is a car with 34 more horsepower than a McLaren F1, which has an engine in its middle and which, when you turn its stability control off, hands control of whether you continue forwards or sideways or fall off backwards entirely over to you.

But on the experience we had at Maranello, all too briefly on

When it breaks traction, it adopts an easy-to-control attitude and then regains grip cleanly

Ferrari's Fiorano test track and then in more depth out on Modenese hillside hairpins, the 488 GTB is among the most docile-handling mid-engined cars I've driven. It has an astonishingly forgiving chassis, with hardly a hint of understeer early in a corner, and extremely fast but communicative steering, and when it breaks traction (which it does gladly) it adopts a delightfully easy-to-control attitude and then regains grip cleanly and communicatively.

In part this is, I've no doubt, because Ferrari's chassis engineers are among the best in the business. But I have also begun to wonder if it's because the engine is turbocharged. I always thought that an instantly controllable, naturally aspirated engine, capable of giving, immediately, just the amount of power you asked for – and taking it away just as quickly – was key to exploiting the adjustability of a mid-engined car. You asked, you got. You →



The chassis is wonderfully adjustable and forgiving, especially for a mid-engined car

← un-asked, it was taken away. And so the car balanced on the edge.

But maybe, just maybe, a touch of lag and a healthy wedge of torque is actually more effective and easier. Maybe the on-throttle spool and the off-throttle hang softens the edges of the oversteer's entry and exit. Certainly, the slug of soft torque seems to make it easier to break away in the first instance.

So perhaps I need to unthink all I thought about turbos. Perhaps a turbocharged engine will liberate, not stifle, a Ferrari's handling. Or perhaps it's just that Ferrari's chassis engineers are even cleverer than I thought.

Either way, if having an engine like this means getting a chassis like this, it's a sacrifice I'm prepared to make. Sacrifice? I'm afraid so, for the greater good (together: the greater good). A moment's reflection, dear reader, and grief. Yes, the new Ferrari engine

The dual-clutch automatic gearbox, a thing of wonder before, is even more wonderful now

is a Ferrari engine, but not *quite* as we know it. It still sounds extremely good. It still responds very well. And Lord knows it delivers. But it's just a wee bit less tingly and exciting than those that have come before it. If you like your engine in your car's middle, the closest alternative that will still give that instant hit, that breathtaking response, is the Lamborghini Huracán. It's fortunate, then, that the 488 GTB's compensations are so intense elsewhere.

There are other improvements beyond the chassis, too. To my eyes, the 488 is less pretty than a 458, but you cannot argue with the genuine downforce developed both front and rear (graphs, my friends, graphs). This is the first series-production Ferrari to have active aerodynamics, via a rear diffuser that will sometimes stall itself, lessening downforce but also drag. The gearbox software has been revised so that the seven-speed dual-clutch automatic, a thing of wonder before, is even more wonderful now. Those LaFerrari brakes are phenomenal and, it would seem, all but unburstable on this acquaintance. And I should mention – because these things do matter – that the cabin is more habitable, with more storage cubbies, there is keyless start (although nowhere obvious to stow the fob) and the prices are only moderately increased. The 488 GTB is, then, the archetypal supercar refined, honed, tweaked and... perfected? Not quite as perfect as the graphs would have you believe. But as close as it currently gets.

MATT PRIOR



Purposeful looks are shaped by advanced aero, including an active rear diffuser



The cabin is roomier than the 458's and there are more places to stow oddments



FERRARI 488 GTB

The best supercar, enhanced. If its engine is slightly less compelling, its adjustability compensates



Price	£183,974
Engine	V8, 3902cc, twin-turbo, petrol
Power	661bhp at 6200-8000rpm
Torque	561lb ft at 3000rpm
Gearbox	7-spd automatic
Kerb weight	1475kg
Top speed	205mph
0-62mph	3.0sec
Economy	24.8mpg (combined)
CO ₂ /tax band	260g/km, 37%



The car's driver focus is clear; that rev counter needs to show 'just' 6200rpm to hit peak power



Differences between Ferrari's turbo V8s

THIS IS THE first mid-engined Ferrari to have a turbocharged engine since the F40, but not the first recent Ferrari. The California T received a 3855cc turbocharged motor when that was released last year, but Ferrari would like you to know that the 488's engine isn't simply a stroked version of that. The block and cylinder positions are the same as the California T's, it's true, as is the bore diameter, the injectors and the plug position.

But everything else is different. It's dry sumped and has a new crank, pistons and conrods, and there are new cylinder heads incorporating increased cooling capacity. And although the valves



are the same, they're driven by different camshafts. The IHI turbos are unique to the 488 and the exhaust – more obviously – has been developed for this model, too. Both power and torque peaks are developed higher in the 488's rev range than in the California T's. And by our reckoning, the engine sounds rather better here, too.

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QUICK FACTS

PRICE £24,295
ON SALE SEPTEMBER

Renault Kadjar 1.6 dCi 130 4WD

Zaragoza, Spain, 3.6.15 Well-equipped and keenly priced crossover is out to rival Nissan's Qashqai

Blimey, that's a massive Renault badge, and what the heck is the name all about? Those are likely to be the first two things to cross your mind when you see the new Renault Kadjar. According to the French car maker, the name is a messy chopping and merging of the words 'quad' and 'jaillir', which means 'to emerge quickly' in French.

The Kadjar is based on the same platform as the Nissan Qashqai and is available with a choice of a 129bhp turbocharged 1.2-litre petrol engine and two turbodiesels: a 128bhp 1.6 dCi that can be had with four-wheel drive and a 109bhp 1.5 dCi.

Its price and generous spec, which includes sat-nav and a colour touchscreen, is designed to undercut key competition such as the Nissan, Kia Sportage and Volkswagen Tiguan. In fact, going by the list price, you'll pay at least £2000 less for a Kadjar with sat-nav than you will for a similarly equipped Qashqai.

On the move, the Kadjar is composed, predictable and easy to drive smoothly. It's no fireball, of course, but the steering has a decent bite to it and builds weight progressively. We have some reservations about the ride comfort, which, on the 19in alloy wheels of our test car, was pretty brittle at low speeds, but smaller wheels could make a big difference. Elsewhere, the car is smooth and unflustered over awkward cambers and undulations.

The 1.6-litre diesel is a little laggy lower down the rev range but delivers a decent amount of torque, which builds from just above 1500rpm. The four-wheel drive system also stops any scrappy torque steer or wheelspin, making it easy to deploy what's on offer. The drivetrain is an on-demand set-up that can send anything up to 50% of drive to the rear wheels when necessary. It can also be locked into permanent 50/50 four-wheel drive mode, or front drive

only, should you get bored with Auto mode doing it for you.

Drive goes to the front wheels most of the time, and even when power has been diverted to the back end, you'll still get a gentle wash of understeer if you take a corner aggressively. Generally, though, it remains stoically on line.

Mind you, for all the effectiveness of four-wheel drive, we had a dabble in a front-wheel-drive 1.2 petrol car (quiet and smooth but needs revving), which was just as composed. Your local roads or weather conditions will need to really warrant the extra £1500 expense of four-wheel drive, because it's probably unnecessary for most buyers looking at this sort of vehicle. The front-drive 1.6 dCi even tows the same 1800kg maximum trailer weight as the all-wheel-drive model.

Inside, the dashboard looks neat and tidy, with nicely presented switches, good material textures

and the best sense of solidity of any current Renault by a mile. There's loads of room front and back, so even four tall adults will be comfy, and the boot is a really good size. You don't get an adjustable boot floor on the lower trims and the load lip is unusually high, but it'll still hold as much paraphernalia as most families are likely to throw at it.

If you're looking for a family crossover for hatchback cash, the Kadjar would make a fine choice. It's very well priced, given how well equipped it is, and company car tax will be among the lowest in the class. It's not really a car that appeals to the heart, but nor are any of its rivals. The Kadjar ticks all the boxes, but is it the best in class? That depends how it performs in the UK, but it looks like a strong contender.

VICKY PARROTT

RENAULT KADJAR 1.6 DCI 130 4WD

Renault's Qashqai rival won't pull on your heartstrings, but it does all you'd want it to – at a great price



Price	£24,295
Engine	4 cyls, 1598cc, turbodiesel
Power	129bhp at 4000rpm
Torque	236lb ft at 1750rpm
Gearbox	6-spd manual
Kerb weight	1536kg
Top speed	118mph
0-62mph	10.5sec
Economy	58.8mpg (combined)
CO ₂ /tax band	126g/km, 23%



It feels more solid than any other Renault and kit levels are high; it's an undemanding car to drive and shows all-round competence



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Bentley Continental GT

3.6.15, Norway W12 engine gains cylinder deactivation and more muscle as part of a facelift

The Continental is Bentley's best-selling model. It claimed more than 50% of the company's sales last year and has found more than 52,000 homes since its introduction in 2003.

The changes for the facelifted Continental family are in some cases wide-ranging and in others specific. All cars get restyled grilles, bumpers, bootlids and exterior chrome details, along with more colour choices (now 117 standard ones), additional alloy wheel designs and different leathers and Alcantara interiors.

There are no changes to the V8 engine's power and torque, but the W12 gains another 15bhp and 15lb ft and gets a cylinder deactivation system, which helps to save fuel and reduce CO₂ emissions. It's this engine that we're testing.

The W12's cylinder shutdown works in a different way from that of the V8. If you're above third gear, the engine is at the correct temperature and the throttle is moderated correctly, the W12 drops six of its cylinders for 55 seconds,

before reactivating all of them for three seconds, then switching to the other six for a further 55. This is needed to keep both catalytic converters operating at the correct temperature. It's nigh on impossible to tell when the W12 is running on only six cylinders, and you won't find a dashboard light telling you, either.

When you've had enough of saving fuel, planting the throttle brings about monumental performance, just as before. The eight-speed ZF transmission is quick to select the appropriate gear, and from 1700rpm you're experiencing all of the W12's torque. The result is relentless in-gear performance, enough to ensure complete confidence in every overtaking situation, but it's not brash, visceral performance. You're aware that the trees are flying past more quickly, but it's more muted than you might expect.

The W12's handling is telling of its GT focus. The nose feels heavier than the V8 car's and the steering is pretty vague, but the body is well controlled for something weighing 2320kg.

Ultimately, though, you're aware of its bulk at all times.

Happily, grip levels are high. Our wet driving route was often a test of nerve, but the wincing and breath-holding were always met with assured, stable cornering. Keen drivers will lament that you're so far away from everything going on but really, in the GT, that's the point.

Ride quality is good. The standard air suspension has four modes and, dialled right back, it takes camber, potholes and broken surfaces in its stride. The sportiest setting is a touch too firm, with potholes feeling particularly sharp. The sweet spot, unsurprisingly, is in between.

Inside, the quality remains high. The leather, inlays and chrome inserts are all genuine and look and feel the part, while the front seats are superbly comfortable yet supportive. The rear seats are best reserved for bags, but a couple of adults will be happy in them for short journeys.

Letting the side down is the ageing infotainment system, which looks dated and is slow to react, but

Bentley knows it. The £875 wi-fi option is worth the extra, though. It uses a SIM card to bring high-speed internet to up to four devices, and we managed to stream music and use a laptop simultaneously.

The engine changes are welcome. Okay, so most Continental owners don't mind too much about the cost of a tank of fuel, but the act of having to stop to refuel is far more inconvenient. Bentley reckons the W12 now has an achievable range of more than 400 miles, and having to stop just once on your way to Nice will appeal to many buyers.

We'd still opt for the V8 S coupé instead, but the W12's grandeur will prove more attractive to others, and there's now an even more compelling case for spending the extra.

RORY WHITE

BENTLEY CONTINENTAL GT

Anachronistic W12 has the power and presence to impress, but the V8 remains the driver's choice



Price	£150,500
Engine	W12, 5998cc, turbo, petrol
Power	582bhp at 6000rpm
Torque	531lb ft at 1700rpm
Gearbox	8-spd automatic
Kerb weight	2320kg
0-62mph	4.5sec
Top speed	197mph
Economy	20.1mpg (combined)
CO₂/tax band	327g/km, 37%



You get rich materials, exemplary build quality and superb seats; W12 has gained an extra 15bhp and 15lb ft and can run as a six-pot



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CAYENNE GTs » 440 BHP
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CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
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SL65 BLACK » 720+ BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
220 CDI ALL MODELS » 210+ BHP
250 CDI ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420 /450 CDI V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
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Volkswagen Golf 1.0 TSI Bluemotion

1.6.15, Amsterdam Turbocharged three-cylinder petrol engine turns Golf into a refined eco hatch

The Golf 1.0 TSI Bluemotion is the first petrol-powered model to be launched under Volkswagen's Bluemotion branding. It's powered by a new turbocharged 999cc three-cylinder engine based on the impressive unit currently used in the Up. The headline claims are for 113bhp, 147lb ft, 99g/km of CO₂ and 65.7mpg average fuel economy.

This three-cylinder unit is part of the EA211 engine family. The exhaust manifold is integrated into the cylinder head and fitted with a cooling jacket, which is fed from the engine's main cooling system. This helps to get the engine's coolant up to temperature more quickly and also cools the exhaust gases before they are sent to the turbocharger.

The fuel injection system works through five-hole injectors and at a maximum of 250bar, which is unusually high for a petrol engine. Another piece of engineering magic relates to the engine's balancing. A three-cylinder, four-stroke engine would normally use a crankshaft-driven balancer shaft to cancel out

its inherent lack of internal balance, but VW's engineers wanted to avoid the expense and power-sapping friction developed by such a shaft. The solution – as used by Audi in the 1980s on its big five-cylinder engines – is to use a deliberately unbalanced flywheel and crankshaft pulley. The carefully 'unbalanced' components cancel out the engine's vibrations at virtually no cost. The whole engine weighs just 89kg, or 10kg lighter than the four-cylinder 1.2 TSI engine launched with the Golf Mk7.

Changes to the rest of the car have been less dramatic. The chassis has been lowered by 15mm, the radiator sits behind deployable flaps and there are new airflow-smoothing underfloor panels, low-resistance tyres and a new spoiler. The upshot is a Cd figure shaved from 0.29 to 0.28.

The Bluemotion TSI engine starts in virtual silence and its stop-start abilities are far superior to those of any diesel, shutting down and sparking up with hardly any notification. Once on the move, it is very smooth-running, cossetting

and brisk. It doesn't have the ripping torque and mid-range shove of a modern diesel engine, but it is vastly more refined and far more pleasant to wring out through the revs. At motorway speeds, the only sound invading the cabin is subdued wind noise from around the pillars and side windows. Turn up the air-con fan and the most prominent noise inside is from the face-level vents.

Although the road conditions were hardly challenging on our test drive, the chassis tuning seemed to have achieved a good balance of easy-rolling comfort without any heaving or bouncing across obstacles.

For business drivers, this Golf could make a compelling tool. It's not only the refinement that makes it so usable but also the fine interior, comfortable seats and extensive storage space. This is a really first-rate cockpit. The only real negative is, perhaps, that some drivers might feel that the car is a little characterless.

In the Bluemotion TSI, VW has created an engine that is impressively refined and doles out

brisk performance with a civility that modern diesels can't match. This engine could even make you a better driver. Instead of relying on the indiscriminate mid-range thrust of a diesel, the Bluemotion petrol rewards more thoughtful, attentive driving.

Compared with the Golf 1.6 TDI Match, which also has a 99g/km CO₂ rating, this 1.0-litre petrol model is £1150 cheaper and gets a six-speed manual gearbox to the diesel Match's five speeds. The petrol Golf also has a 14% company car tax rate, which is 3% lower than the diesel's.

If this engine delivers real-world economy of 45mpg and above, the case for dropping diesel – with all the attendant worries about pollution – has never been better.

HILTON HOLLOWAY

VOLKSWAGEN GOLF 1.0 TSI BLUEMOTION MATCH

A cleverly engineered, refined, brisk and easy-to-drive alternative to a diesel-engined eco hatch



Price	£20,395
Engine	3 cyls, 999cc, turbo, petrol
Power	113bhp at 5000-5500rpm
Torque	147lb ft at 2000-3500rpm
Gearbox	6-spd manual
Kerb weight	1211kg
0-62mph	9.7sec
Top speed	127mph
Economy	65.7mpg (combined)
CO ₂ /tax band	99g/km, 14%



Cabin remains one of the compelling reasons for choosing this car; new 1.0 triple is another, because it's refined, brisk and frugal

HOW TO STORM THE CASTLE

This weekend's Pageant of Power involves a tricky sprint course through the grounds of Cholmondeley Castle. **Matt Prior** tries to tame it in a 460bhp ex-DTM car, with course record holder Robbie Kerr as his guide

PHOTOGRAPHY ADAM WARNER

Ric Wood looks remarkably relaxed for a man who is about to hand control of a 2003 Opel Astra DTM German touring car to a man he's never heard of, let alone met. But here he is, smiling, and here's his car, which he bought from the works Opel touring car team and which he races mostly in Holland. He won so many races in the UK with it that most series kicked him out.

And from 12-14 June he'll be driving it around the 1.2-mile sprint course at Cholmondeley Castle during the eighth Cholmondeley Pageant of Power.

You could think of the pageant as the north's Goodwood Festival of Speed. Except that, situated as it is not far from Crewe, it's not so far into the north as to be inaccessible from the Midlands or the south. It's lower of key, too. A touring car at Goodwood would probably be a current race car and arrive with an entourage of engineers. →



Cholmondeley presents an incongruous backdrop to a wild Astra touring car



Prior takes note as course
record holder Robbie Kerr
explains how it's done



← This Astra is looked after by a couple of Wood's employees from his engine design business.

Don't think that it's anything less exciting for that, though. Yes, it looks like an Astra, but no DTM car in recent history has borne any mechanical relationship with its road-going counterpart.

This Astra's gossamer-thin, carbonfibre-backed skin adorns an ultra-rigid safety cage. When you sit in the near-central driving seat and note that the interior air vent is beautifully constructed from carbonfibre so thin that it's actually opaque, you know you're in the presence of a real weapon.

Its naturally aspirated 4.0-litre V8 sits long and low under the hood, driving the rear wheels through a six-speed sequential gearbox. With the restrictors Wood is allowed to put on it, he's looking at an easy 460bhp. That's quite a lot in a car that weighs 1150kg including driver.

Cholmondeley's 1.2-mile course isn't the first place I'd choose to use all of that power, I think to myself as I sit on the start line. It's a relatively short course and there are no really fast corners to scare you, but by gum it's narrow. The start isn't the widest bit, but seeing the Astra occupy pretty much all of the road is an intimidating sight. Quite how it feels to go around here in 55.29sec, as Robbie Kerr did last year in a Radical SR8 (see opposite) is a feat that'll forever remain beyond me.

Still, I'll pootle around on this preview day as quickly as I dare, given the fact that I'm wearing jeans and no helmet and there's every chance of meeting a Ford C-Max with a National Trust sticker in the back window coming the other way.

The Astra starts on a button to a gravelly 2000rpm or so idle. It has a foot-operated clutch, a firm, short-travel brake pedal and a long throttle. Engine response is fast but the clutch manageable, if heavy, and getting off the line is simple enough.



V8-engined Astra is intimidating on tight Cholmondeley track




Ric Wood shows Prior how not to break his expensive racing car

From that point on, you can forget the left pedal and pull shifts through on the stiff, long gearlever. Backtakes you up with a pop as the ignition cuts for a moment. Down – while you're firmly on the unassisted brakes – would unsettle the car if you were really on it (I'm not). Racers get most of their braking done first, then punch down the gearbox just as they arrive at the corner, so they can slow as smoothly, and therefore quickly, as possible.

The DTM Astra shares a trait I've found in a few racing cars: steering that's lighter than you'd imagine. It's exceptionally direct and accurate, mind, with a little feel that I guess would increase massively with higher speeds and downforce. There's nowhere on the Cholmondeley course that allows that, but even being careful you'll find yourself going at quite a lick on the straights.

The course is fun. After two fast straights – the second punctuated by a chicane – there are tricky cambers, elevation changes and even a yump. It'd make a good sprint course away from the pageant.

The beauty of it is that, after the finish, cars and bikes roll back to the paddock without having to retrace their steps, so competitors get three runs per day on Saturday and Sunday, after practice on Friday. With displays on water and in the air, too, the pageant is a decent spectacle. I recommend it. 

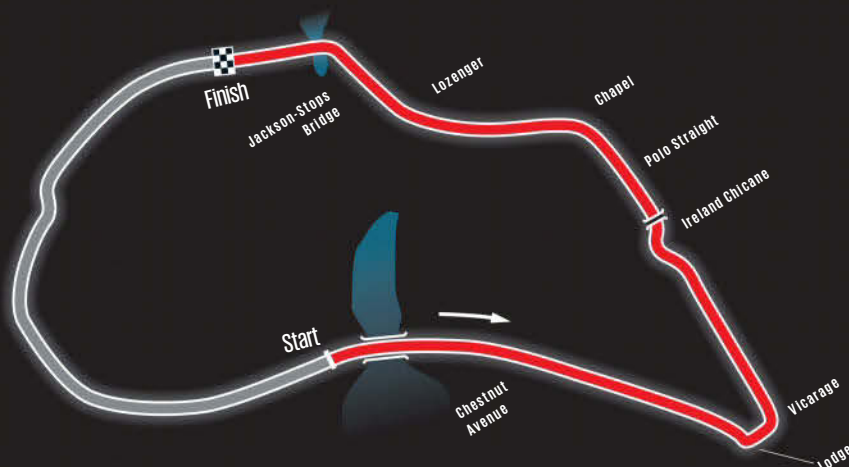


TICKET INFO

The Cholmondeley Pageant of Power runs from 12-14 June at Cholmondeley Castle Garden, Malpas, Cheshire SY14 8AH. Tickets cost from £30 for adults and £5 for children. Buy them at cpop.co.uk.



CASTLE KING ROBBIE KERR'S TRACK GUIDE



ROBBIE KERR SET the course record at last year's Cholmondeley Pageant of Power in a Radical SR8 and is back this year for another go. But it's not easy. "You have to be pinpoint accurate the whole way around," he says, "because it's so tight."

From the start, he's flat out across the bridge ("You're trying to get square on to it, but you can't because it's so narrow") before continuing at full chat down a long, curved avenue. "The camber pulls you left and right a bit, so you're busy," says Kerr. He'll exceed 140mph here.

Under braking, he keeps the car as far left as possible, sacrificing a bit of speed into the corner to get a clean exit.

Between the first-gear lefts of T1 and T2, Kerr finds time for a squeeze of throttle before "getting a clean, late

apex to get a good exit", although "a lot of other competitors bring dirt onto the track" at the exit of T2.

Then you'd get a heck of a speed up were it not for a chicane halfway along the next straight. "Last year they made it tighter," says Kerr, "but you never quite know how tight it is because other competitors could have given the bales a whack. The risk is braking too early and not getting enough weight onto the nose to help the car turn."

From there, the course gets more technical still. Chapel is an awkward, off-camber left over a crest. "You go so tight to the left that you scrub the grass on the way up the slope," says Kerr. "As you come up the rise, you can get good turn-in, but it's too early. You have to wait, be a bit patient."

Kerr turns in later, using what looks like a massively imposing tree as an apex. Run wide after it and you're in trouble, because "it's very slippery by the barrier".

On our track walk, we can see why: it's where a year's worth of sap and mulch congregates and there's little opportunity for the surface to be scrubbed clean over the weekend.

"Then you're trying to straighten the next kink," says Kerr, adding that the front of the Radical scrapes the road on its way through. "The right-hand tyres are warm now," he says, "but the front left isn't." This makes braking an issue.

Then it's over a table top ("where the rear steps out"), into and out of a first-gear left and flat out, airborne, over the bridge to finish.



Robbie Kerr on his way to a course record last year

LAST VAN STANDING

The new Renault Espace can be seen as a brave last stand for a dying breed of upmarket French cars. **Hilton Holloway** wonders whether the nation will ever get its luxury car mojo back

Whatever happened to the French luxury car industry? Since World War 2, the country's automotive industry has seemingly been caught in an endless loop trying to reclaim the glory days of the 1920s and 1930s. To see a Delage, Voisin or Hotchkiss in the metal now, you'd probably need to attend the Pebble Beach gathering in California or one of Goodwood's more inspired Concours d'Elegance events. With France still a leader in the fashion and jewellery world, it's mystifying why so many post-war attempts to reinvent the French luxury car have come to nothing.

The so-called 'Pons Plan', enacted immediately at the end of the war, set a direction that can still be seen in today's motor industry. The 1945 French government was very keen on centralised economic planning but also wanted to rebuild and modernise automotive plants. So it commissioned French naval engineer Paul-Marie Pons to oversee plans for 'rationalising' the motor industry.

It seems the price paid by car makers for financial help was a very prescriptive attempt to not only merge some of the 22 car makers and 28 truck manufacturers but also dictate who built what type of vehicle. Renault and Citroën were seen as big enough to do their own thing, but Peugeot was allocated to build certain post-war models in fixed horsepower brackets.

With the government also controlling steel supply, it had considerable leverage on the car

industry. In addition, the government invented a complex horsepower tax, which pushed manufacturers and customers towards small engines, which generally meant small cars.

Under the plan, the pre-war French luxury car brands – which had been dominant globally and included Delage, Hotchkiss, Bugatti and Talbot-Lago – were ordered to build cars for export. But with much of Europe in ruins and exports to the US difficult, the French luxury brands struggled to prosper. Moreover, with the continent being reconstructed under big-state government driven by the desire for a 'brave new world', the 1930s technology and aesthetics of these brands and their sister coachbuilders were out of place.

The crowning problem for the luxury brands was that, because of the horsepower tax, the domestic industry couldn't supply larger-capacity modern engines, which completely undermined the one segment of the car market that pre-war France had dominated.

So as old-school luxury drifted into oblivion, Citroën set out to reinvent the French luxury car. Work on its highly innovative 1955 DS was the product of 10

years' post-war effort by the company's designers. The DS lasted for 20 years and its replacement, the equally individual CX, died in 1991. It was replaced by the angular XM, which, after a gap of some years, was replaced by the big C6. This bowed out at the end of 2012, having sold just 24,000 examples.

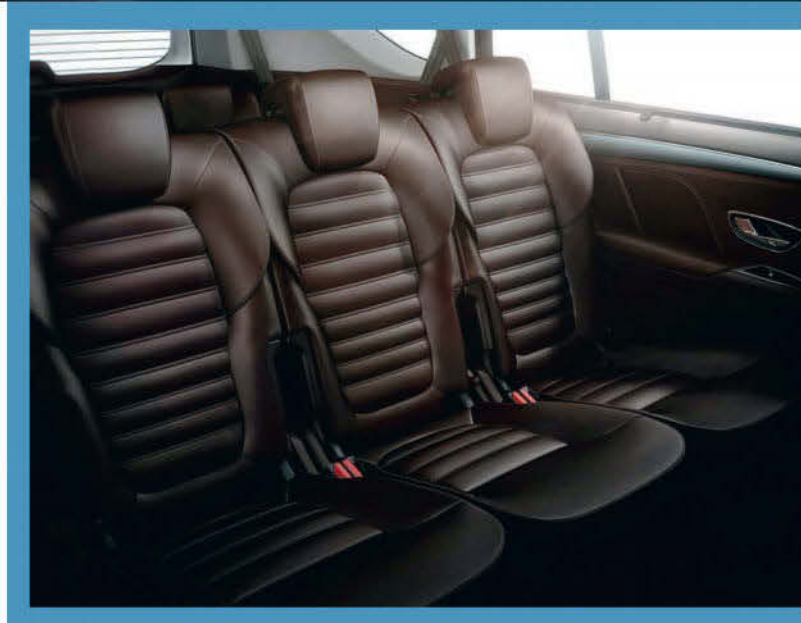
While Citroën's luxury car presence dwindled down the route dictated by the DS, Renault had got back into big cars in the mid-1970s with the 20 and 30 hatchback models. It even offered its first post-war V6 engine (having formed a company with Peugeot and Volvo to develop it). In 1984 Renault built on the 30 with the big 25 hatchback, whose



The DS reinvented the French luxury car in 1955



Renault has striven to give its new Espace high perceived quality



New Espace mixes SUV cues outside with an airy, MPV-style cabin

THE ESPACE WAS LEFT AS THE EFFECTIVE FLAGSHIP FOR FRENCH CARS



space and eye-catching modernist interior looked like it could become an executive fixture in Europe. However, like Citroën's post-DS models, the 25 became the Safrane hatch and sales dwindled.

Patrick Le Quément, Renault's design chief at the time, decided to try to reboot Renault's big cars with the kind of innovative and avant-garde spirit that marked out France's pre-war cars. But the Vel Satis and Avantime failed miserably. That left the functional, spacious, family-focused Espace as the effective flagship of the French car industry. Born in 1984 as a highly functional 'monobox', the Espace morphed (under Le Quément again) for its fourth generation into something intended to reflect 'executive travel', the huge glass area delivering a 'helicopter view'.

But today, Renault's own crystal ball gazers say the monobox MPV is a rapidly dying concept. Renault says its existing Espace customers still want "the Espace DNA... a light cabin, comfort and modularity" but now also want more driving pleasure and "more emotion".

The result is a luxury car that is a curious mix of SUV influences and the idea of an upmarket MPV, as defined by Renault. Indeed, Renault says the lower of half of the car is influenced by SUV

design (the large wheels and raised ride height). The upper half has lost the TGV-inspired nose but retains a glassy cabin, with a high-set driving position and panoramic windscreen. Like the DS 60 years before, the Espace uses four-cylinder engines and some unusual chassis technology – in this case, rear-wheel steering.

Arguably, the new Espace is a reflection of France's long and troubled post-war drive to reinvent the luxury car in its own image. It's an image that values industrial modernity, innovation and a steely determination not to follow the herd. But like the DS, Vel Satis and Avantime, the Espace remains perhaps too defiantly French. It is not a conventional SUV and it is not a classic premium estate. It is very much its own solution and, sadly, it is unlikely to be a big-selling car.

The shadow of the Pons Plan and the French government's ambivalence towards big cars with big engines still lies over the French car industry. The country that had such a lead in luxury car design before World War 2 seems destined to struggle to compete in the most profitable part of the global car industry. It's an extraordinary irony in a country that is so dominant in luxury lifestyle brands of every other kind. **A**

NOT BACKWARD IN COMING FORWARD

Nissan is taking on Porsche, Audi and Toyota at the Le Mans 24 Hours this weekend with a radical front-engined prototype and a refreshingly open-doors policy. **Matt Burt** finds out why the company thinks its approach can succeed

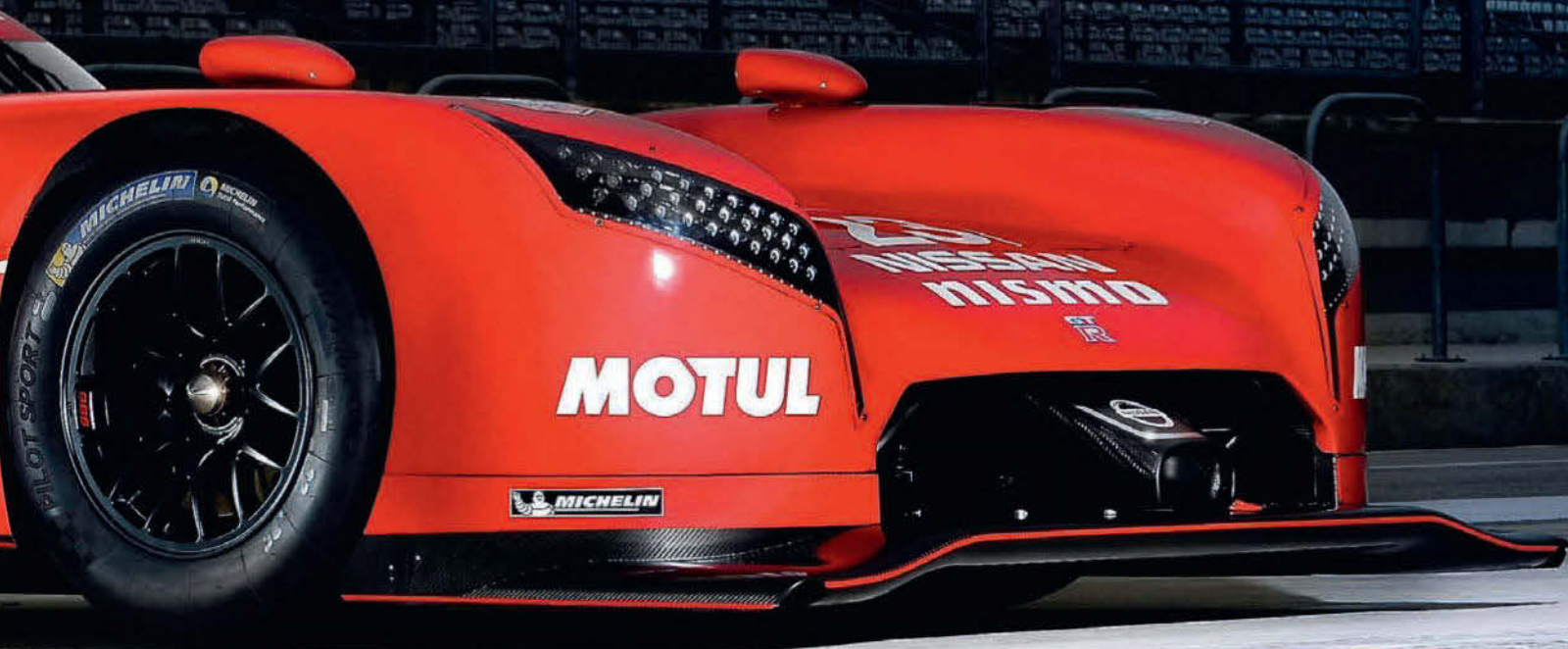


Had Nissan decided to return to the top class at Le Mans with a conventional racing car – that is to say, one with an engine in the rear sending power to the rear wheels – its return would have been greeted with much enthusiasm.

However, it is mounting an assault on the famous endurance race with a car that has flipped perceived wisdom, putting the engine in front of the driver and sending a prodigious amount of power to the front axle, and this has provoked reactions of astonishment, praise, amusement and even a touch of confusion.

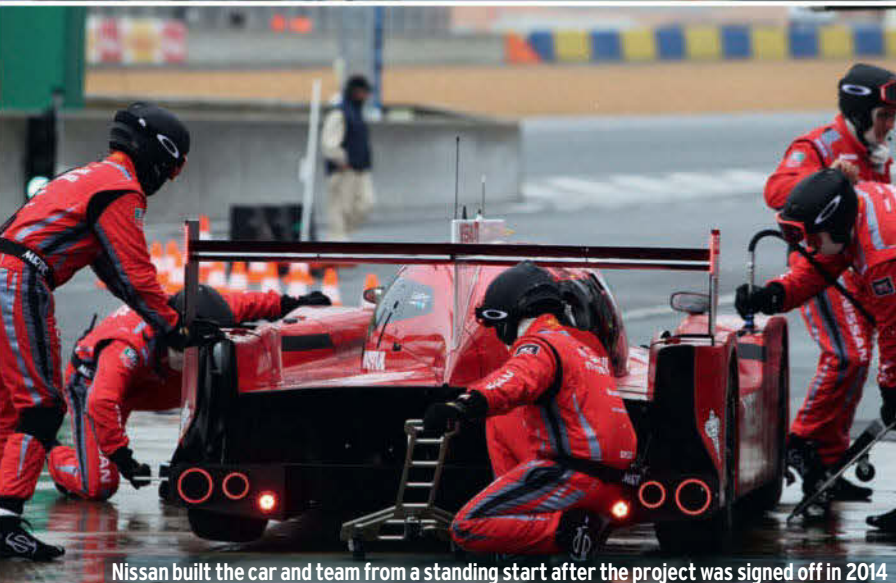
Since lifting the dust cover from the GT-R LM Nismo, Nissan has become the most talked-about manufacturer in endurance racing. (The company has people who monitor this kind of thing.)

Not all of the exposure has been comfortable reading. Naysayers wondered if inherent understeer would leave the car struggling. Others →





Prototype shares a number of things with GT-R road car, including twin-turbo V6 engine



Nissan built the car and team from a standing start after the project was signed off in 2014



Front-biased approach enables less rear wing, more straight-line pace

◀ scoffed knowingly when it failed its initial crash tests, forcing the postponement of warm-up races at Silverstone and Spa, and when it lapped Le Mans almost 30 seconds slower than the pace-setting Porsches during last month's test day.

But Nissan's motorsport chiefs – led on the sporting side by Darren Cox and on technical matters by Ben Bowlby – have got used to the Marmite reaction to its project. They've seen it all before with the similarly radical ZEOD project, which ran at Le Mans last year. In fact, they positively encourage the glare of publicity, exposing their team's inner workings via social media in a manner that has rarely been seen in modern motor racing.

Mind you, they are deflating public expectations for this weekend's race. Simply making the grid is an achievement for a project that was only signed off by Nissan's board in April 2014.

Since then, Nismo has built the team from the ground up. The LMP1-class car has been designed and developed, three race-ready examples built and nine racing drivers signed, among them three graduates from Nissan's GT Academy training scheme: Jann Mardenborough, Mark Shulzhitskiy and Lucas Ordóñez.

It's a tight enough timeframe, one made more acute by the ambitious technical layout. Bowlby, renowned as one of the sport's keenest lateral thinkers, explains the reasoning for putting the engine in the front: "The brief was that if Nissan was going to do LMP1, it had to be innovative. Audi is 15 years and billions of dollars into this, so why bother to go motor racing when one team is so tightly dug in? The Le Mans rule book has plenty

of scope for innovation if one is bold enough. It was clear to me that there was an extremely intelligent solution in moving the engine to the front and making it front-wheel drive, with front-wheel brake energy recovery that deploys to the rear axle."

When dreaming up his LMP1 car, Bowlby noted that the current crop of Le Mans prototypes are limited in their rear-end designs.

"To limit the performance of rear-engined, rear-wheel-drive cars, the rule makers have constrained the sizes of the rear wheels, wing and diffuser, and the result is that the aerodynamic efficiency at the back of the car is quite poor," he explains.

"However, the front has always been considered relatively free, so we thought: why not turn the rules on their head and make a car with lots of downforce at the front? Not only does this give us greater freedom within the rules, but front downforce is generated more efficiently, with less drag. Moreover, with the front end doing most of

the work, we could trim out the rear wing and save even more drag, which is invaluable at Le Mans."

Making a forward aero balance work effectively requires a significant shift in overall mass towards the front of the car. In the GT-R LM Nismo, the engine is in front of the driver, the gearbox is in front of the engine and the mechanical flywheel energy recovery system (ERS) is also near the prow.

"We realised that if we packaged a narrow-vee engine at the front and pushed the chassis back, we can make the back of the chassis into a nice teardrop shape and flow the air around rather than outside the whole car. That gives a drag advantage," says Bowlby.

Astonishingly, the GT-R LM Nismo has visited a wind tunnel just once, to confirm the data from Bowlby's computer simulations. Although the prototype looks like no other GT-R, it bears enough of a technical link with the road car to make its name more than a marketing stunt.

"The car is truly a GT-R," says Bowlby. "It is powered by a twin-turbo V6, although the engine is downsized from 3.8 litres to 3.0, and the use of direct injection is the other main difference. But it has the same maximum rpm, the same even firing and the same vee angle."

The low-end torque and flat power curve of the engine ("Turbocharged V6 engines are something of a Nismo speciality," says Bowlby) mean the car needs just five forward gears, reducing wear and tear on transmission components.

Bowlby says the team has seen outputs as high as 1100bhp from the ERS on the dynamometer, which could in theory provide the car with a staggering 1600bhp from its combined power

'THE BRIEF WAS THAT IF NISSAN WAS TO DO LMP1, IT HAD TO BE INNOVATIVE'

THE RIVALS NISSAN WILL FACE

AUDI

Hugely experienced in every aspect of endurance racing, the team has further improved its diesel-hybrid R18, and although the Porsche might be slightly faster over a single lap, Audi's experience will stand it in good stead.



PORSCHE

Now in its second year, the 919 Hybrid possesses startling single-lap pace that should earn it pole position bragging rights, but has it conquered last year's reliability issues?



TOYOTA

The reigning title holder in the World Endurance Championship had winning pace in last year's race but no luck. It hasn't enjoyed the best start to 2015 in terms of results or speed.



sources. Note 'in theory': the lack of development has prompted the team to run a downgraded version of its hybrid system in this year's race, meaning less than optimum power.

Still, the lap times from the test day don't really give an accurate indication of race pace. Nissan didn't ask Michelin to make a qualifying tyre, because it will use every track session to develop the GT-R LM Nismo.

Cox says a promising result would be "hanging on to the coat tails" of the other hybrid prototypes, although inclement weather could play to the strengths of the Nissan, which is inherently stable and super-fast in a straight line.

On the subject of shaking things up, Nissan's publicity assault across all forms of media is not without its challenges. Bowlby says: "I was asked whether this open-doors approach distracts us from the engineering activity, but we're over that. Of course, we face lots of challenges, but if we had done a copy of an Audi from scratch, we also would have faced thousands of small problems."

Cox emphasises that the project is not a publicity gimmick, and pushing forward the on-track performance will always take precedence. He believes other manufacturers will follow. "Unless we give more access, the sport is in terminal decline," he says. "When the barriers are up, people are getting less and less interested."

It's unlikely a crew from one of the three GT-R LM Nismos will climb onto the podium on Sunday afternoon, but it's worth remembering that Audi, Porsche and Toyota all experienced growing pains when they embarked on their Le Mans projects. In that respect, at least, Nissan is like its rivals. **A**



Cox (on left) and Bowlby run the LM project

WHAT DANY BAHAR DID NEXT

The former Lotus boss's latest venture takes the cosmetic modification of high-end cars to a super-luxurious extreme. **Steve Cropley** finds out more

PHOTOGRAPHY STAN PAPIOR

Dany Bahar was always heading for a big comeback. The former Lotus CEO, best known for the five-model recovery plan that blew up a storm of controversy when launched in 2010, may have departed Hethel in a flurry of legal recriminations, but it was always clear he had too many friends and too much influence in the unfathomable world of cars for the super-rich for him merely to fade away.

Yet the size and scale of Bahar's comeback has surprised even the man himself. Today he is founder and CEO of a two-year-old Modena-based automotive design and engineering company, Ares, named for the Greek god of war. Its core business is improving "everything you see or touch" in super-luxury cars to make them more exclusive and distinctive than the original maker's build processes could ever allow. Most projects go to Middle Eastern or Asian clients, and the company has already delivered 120 of them.

The big secret, says Bahar, is to cast the owner as the car's creator, while giving him or her access to top-class designers to translate wishes into reality. Prices are high but not quite stratospheric, he says. A full-on redesign of a Range Rover interior in wood instead of leather – a four-week job – would set you back £75,000. The entire recladding of an existing car in unique carbonfibre panels – an eight-month task – will likely carry a bill of £750,000. Really big jobs can go into seven figures.

Why set the business up in Modena? Because set-up costs are lower than in Germany, the original target area, and there is also a "remarkable" talent

pool there that contains most of Italy's fast-car factories. The company has moved to bigger premises once already, and will do it again before an official opening planned for September. In the meantime, there are plans, due to reach fruition in the next couple of weeks, to open a UK Ares showroom "in the Piccadilly area". For a business like this, Bahar reckons you need headquarters in London, Dubai, Hong Kong and Shanghai as well as the Modenese factory. "Clients in this bracket may visit the factory once," says Bahar, "but after that they want to go somewhere more convenient."

The whole Ares proposition rests heavily on research Bahar and his five or six backers (several from his core team at Lotus) carried out over the year or so they took fleshing out a new project. What they discovered was a whole strand of car consumers who can afford anything they want, often buying top-end cars at a rate of a dozen or more a year. Ares's very first customer, who paid early for extensive mods to a Bugatti Veyron and thus helped to finance the embryonic business, buys 150 super-expensive cars a year and currently commissions Ares cars by the dozen.

"What we've learned," he explains, "is that the further you go up the price scale, the less people care about what's underneath a bonnet. People buying cars at £100,000 to £200,000 usually do care about the mechanical bits, but those who are in the £1 million-plus bracket are really only bothered about what you see, feel and touch."

Ares's current projects prove this point, making it clear that super-rich car consumers are also very

much motivated by impatience. When we spoke, Bahar and Co were on the point of delivering a Mercedes-Benz G63 (nicknamed G-Force) with its styling completely changed by a new set of carbonfibre outer panels. The company also has a Rolls-Royce estate project on the go for September delivery ("The owner says the factory has been making promises for 10 years") and there's a full-size Bentley convertible under way ("Because the owner doesn't want to wait the two and a half years it'll take the company to launch its own version").

Budget simply isn't an issue, says Bahar, apart from the fact that these are canny people who won't wear senseless overcharging. But they can most definitely pay. "It's the work they like, and the engagement," says Bahar. "Match one of these people up with a professional designer whose only mission is to bring their desires to life and you can see how much they enjoy it. It's something they can't get anywhere else."

Bahar cites three "enormous" advantages of this business, compared with the manufacture of a unique, low-volume car, which is what he began to contemplate when, with half a dozen close colleagues, he first eyed life after Lotus.

"We don't have to deal with the manufacturer," he says. "We don't get involved with car legislation because we don't change anything structural. We don't have to do any brand-building because Ares isn't a car brand. We need our good reputation, for sure, but that's something we can build by pleasing our customers. Give these people what they're seeking and they're with you for good." ■

THERE'S A STRAND OF CAR BUYERS WHO CAN AFFORD ANYTHING THEY WANT



Dany Bahar: "Budget simply isn't an issue"



Ares can customise bodywork, as on this Merc G-Class

BERKELEY SQUARE W1

CITY OF WESTMINSTER



Audi RS3 Sportback

All-paw mega-hatch gets even more power – and a higher price

MODEL TESTED RS3 Sportback

- Price £39,955 ● Power 362bhp ● Torque 343lb ft ● 0-60mph 4.1sec ● 30-70mph in fourth 7.1sec
- Fuel economy 25.9mpg ● CO₂ emissions 194g/km ● 70-0mph 45.2m ● Skidpan 1.01g

The ascent of the humble hot hatch continues. In 1975, the original Volkswagen Golf GTI developed 108bhp, hit 60mph in about nine seconds and weighed just 810kg. Four decades later, the latest Audi RS3 packs 362bhp, wallops to the national limit in half the time and weighs very nearly twice as much. It is, for those who set store by such things, the most powerful production hatchback we've yet tested, edging out the almost equally bonkers 18-month-old Mercedes-Benz A45 AMG, precisely as it was meant to.

Not dizzying enough for you? The extra power extracted from the

WE LIKE Colossal speed ■ Enhanced ride quality ■ Outstanding engine and gearbox



● Huge meshed ducts feed air to a supplemental radiator on one side and gearbox oil cooler on the other. Outer scoops look like brake cooling, but they're for visual effect only.



● Wave-form front brake discs dissipate heat better, according to Audi. Eight-piston calipers are standard. Painted finish costs extra.



● Glossy black honeycomb grille is decorated with an aluminium-look Quattro logo. It's a bit chavvy, but we welcome any styling reference to Audi's original sports coupé.



● Yes, they should be chrome. And they are as standard. Our test car had body-coloured door mirror caps as a £125 option.

2.5-litre five-cylinder engine makes even the likes of the Porsche Cayman GTS inferior to the RS3 purely on under-bonnet potency. A current Golf GTI is 145bhp less powerful.

This kind of reputation, of course, is temporary. Rest assured, as certain as death and taxes, Audi's German premium-brand competitors won't rest until the RS3 is no longer sitting pretty on top of the hot hatch horsepower pyramid. And a more permanent sort of reputation – such as the one that makes the 41-year-old Golf GTI revered today – needs the car in between the numbers to be brilliant.



Previous RS3 was fast but not much fun

On this point, Audi's past record is not so hot. The first RS3, powered by a slightly less powerful version of the same engine, was fast, certainly, but it was also as unyielding as a trolley jack and about as much fun to drive.

Although it prefers not to concede weaknesses, Quattro GmbH – the maker of all RS-badged Audis – has been quick this time around to emphasise that the latest RS3 not only comes with a new headline power output but also some fettling to the all-wheel drive system to make its handling a little more balanced and interesting.

It's not the first time we've heard that from the spin machine at Neckarsulm, yet we live in hope – because the prospect of the RS3 finally becoming the hot hatch doyen that its price has long since suggested it might be is a compelling one.

DESIGN AND ENGINEERING



The primary difference between the latest RS3 and its predecessor is not the fettling of many of its major mechanicals but rather the platform that supports them. Despite not appearing dramatically different – the previous version was also sold exclusively as a five-door Sportback – the old car was based on the PQ35 architecture that the Volkswagen Group had employed since 2003. The new version, like its A3 stablemates, →

WE DON'T LIKE Very expensive ■ Inert, unresponsive handling ■ Should be better equipped



● Standard 19in alloys are 8in wide at both axles, but these are the optional staggered 19s – an inch wider up front than at the rear. It makes sense, considering the weight distribution.



● Glossy black diffuser panel is a bit of a token effort. The RS3 deserves something more aggressive. But we like the oval twin pipes, which look like refugees from an Audi R8.



● Sill extensions do their bit for the RS3's stance but, again, they lack a bit of visual commitment and aggression. An extra flash of colour or detail would have been good.



● Like the headlights, they're all-LED units. Unlike the 'dynamic' ones of bigger RS models, they don't 'sweep' when indicating. Pity. We suspect hot hatch buyers might have liked that.



● 'Double bar' interior door handles are an RS 'thing' and show Audi's preference for detailed touches rather than more extravagant additions.



● Carbonfibre fascia and door trim is a rogue addition to our test car. UK cars will have only gloss black or textured aluminium highlights.



● A3's neat, jet engine-like air vents remain an attractive feature. As an option, you can get the interior cones in bright red. And you would.



MULTIMEDIA SYSTEM

It wouldn't be unreasonable to expect a £40,000 A3 to come relatively well equipped. But it wouldn't be Audi's style to give something away for nothing, either, and because Audi customers are used to spending so much on lesser models, they just expect to do the same on their RSs.

So the RS3 gets no sat-nav and no branded audio system as standard, although it does get the MMI controller, pop-up colour multimedia screen and a DAB radio. The must-have optional package is likely to be the Technology Package

featuring Audi Connect (£1795), which buys you MMI sat-nav with Google Earth imagery, a touch-sensitive MMI controller for fingertip character input, voice control, real-time traffic information and a 4G in-car wi-fi hotspot.

The navigation is certainly worth having, being easy to program and follow and very nicely rendered. The voice recognition system works well, usually at the first time of asking in most cases. Our test car also had the Bang & Olufsen premium audio system, which sounds crisp and powerful but fills the underfloor storage boot space with a subwoofer.

← gets the much cleverer modular MQB underpinnings and all the benefits that go with that. Pertinent to the RS3 specifically are gains in rigidity and lightness. The 55kg saving in kerb weight is mostly because of the platform change. But the model is also a little roomier than before, prettier inside (we'll come to that) and modestly better looking thanks to a sharper scowl.

The differentiation from standard is marked by the usual RS affectations: gloss black grille, standard LED headlights, 19in wheels, roof spoiler, flared arches that house the car's wider track and tyres, and a Chunnel-sized exhaust pipe at each rear corner. These are connected to much the same turbocharged 2.5-litre engine as before – previously the sole reason for considering the RS3 over its rivals. Although it is as evocative as an old cassette mix tape, the in-line five is also cutting edge, the latest iteration having been brought up to Euro 6 emissions compliance with the help of a recuperation system, an on-demand oil pump and the next generation of start-stop technology.

The improved efficiency is creditworthy. But it's the new intercooler and revised turbocharger

– now delivering more boost pressure – that deliver the engine's most marketable gains. The additional 27bhp and 11lb ft of torque are helped along their way by the reworked software code that makes the seven-speed dual-clutch automatic gearbox upshift at an even faster rate. The all-wheel drive system's multi-plate clutch, mounted on the rear axle for better weight distribution, has also been reprogrammed. In the right circumstances, up to 100% of the available torque may now be sent to the RS3's back end, with the intention of improving both the agility and neutrality of the chassis.

Suspension is still by way of MacPherson struts and multi-links, but it uses more high-strength steel and aluminium and delivers a ride height 25mm lower than the A3's norm. If you'd prefer magnetic adaptive dampers over the conventional alternative, you'll need to fork out an extra £1495. Our test car came thusly equipped. It didn't have the optional carbon-ceramic brake discs, although if we point out that they'd be an entirely appropriate option – necessary, even – on track-regular cars, you'll have some idea of how successful the other added-performance additions have been. →



● Optional Super Sports seats fitted here (£795 extra) are wide and have great under-thigh support. Driving position is a bit high but otherwise good.

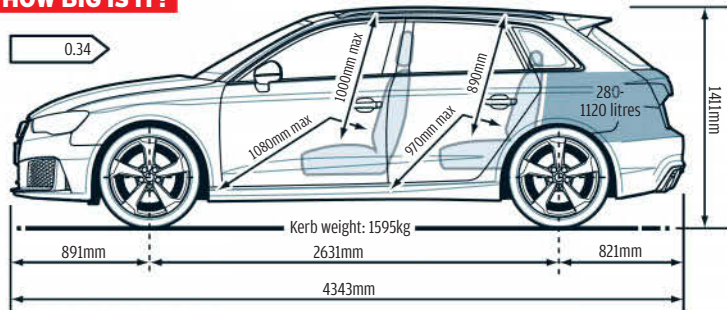


● Larger adults won't be comfortable back here for long, but most would be fine. Alcantara door inserts and diamond seat trim lift the ambience.



● Boot is bigger than some rivals. Under-floor space is taken up primarily by subwoofer for the Bang & Olufsen premium audio set-up, an optional extra.

HOW BIG IS IT?



VISIBILITY

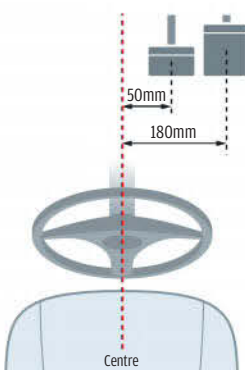
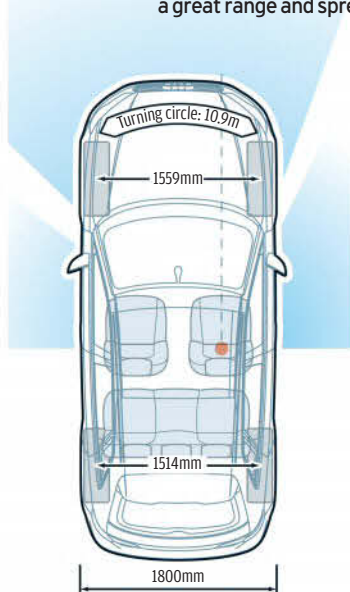
Typical for a compact hatchback. Better than some to the rear, where plenty of glazed area helps you to see out.

HEADLIGHTS

Standard LED headlights are catnip to gadget geeks and they work very well. They're not as bright as you might think, but they have a great range and spread.

WHEEL AND PEDAL ALIGNMENT

Only two pedals here, but they're large, shiny and well placed and there's a sizeable footrest for your left peg. Brake pedal is also comfortable enough when left-foot braking.



INTERIOR

★★★★★

There's a sense of understatement to the RS3's interior that seems odd at first, but it begins to make sense when you consider the car as Quattro GmbH clearly does: not so much as the maddest, wildest, hottest of hot hatchbacks on the block but rather as a feeder car for the rest of Audi's RS performance range.

This is an Audi, after all, and the garish extravagance of volume brands in performance mode, or even of an A45's cabin, wouldn't do. So some may find the RS3's interior a bit monotone – soulless, even. But this cabin is as immaculately finished as it is pleasingly practical and there really aren't many other charges you could level at it.

You have to look harder than expected for the extra-special

go-faster fitments, which would suggest that Audi could have afforded to be a little bit bolder and freer with them. The flat-bottomed steering wheel is leather-Alcantara, for example, and just tactile enough to excite the fingertips but absolutely no more so. The instruments look pretty stock, until you investigate them closely enough to see the boost gauge inset into the rev counter (handy for timing your launch control starts) and find the lap timer incorporated into the drive computer.

The car's wide-shouldered nappa leather sports seats come with RS embossing, as well as excellent all-round support. Our test car's were the optional Super Sports seats with diamond stitching. Carbonfibre-shelled RS buckets, saving 7kg per side compared with the standard ones, are another option and would doubtless add more performance flavour. Likewise, there's an interior design package that adds red accents

to the driver's knee pad, air vents, foot mats and seatbelts.

You shouldn't need to dress up your £40k mega-hatch with so many options in order to give its interior a genuine sense of the dramatic, of course. But many will. And whether you do or not, you'll have car with five doors, decent cabin space and a good-sized boot – one that, judged against its closest rivals, provides the same distinguishing usability that Audi RS models have traded on for decades.

PERFORMANCE

★★★★★

Single out the power upgrade, the software revisions or the lighter body and they seem modest enough in the grand scheme of things. But to drive in the real world, the RS3 is anything but. The previous model, which could be described as rapid even now, posted several near-5.0sec 0-60mph

times in its two-way runs at MIRA before it finally recorded a 4.5sec two-way average. Not so the new car. Our V-Box recorded one run at 4.0sec dead. When you consider that was achieved with the ballast of a second 100kg road tester on board and a full tank of fuel, the possibility of a one-up, launch-controlled 0-60mph time starting with a '3' isn't remote at all.

And that's just the RS3 getting started. If the difference between it and the A45 looks negligible up to 60mph, by 100mph the Audi is a full second ahead. The previous RS3 never made it to 150mph within a standing mile, but this one hits it nearly 2.5sec quicker than the A45 managed last year. From 30-70mph, the car on test took nearly a second out of its rival. And this, remember, is against a car that sports the most powerful 2.0-litre production engine yet built.

The difference the RS3's extra cylinder makes is not merely

Track notes

DRY CIRCUIT

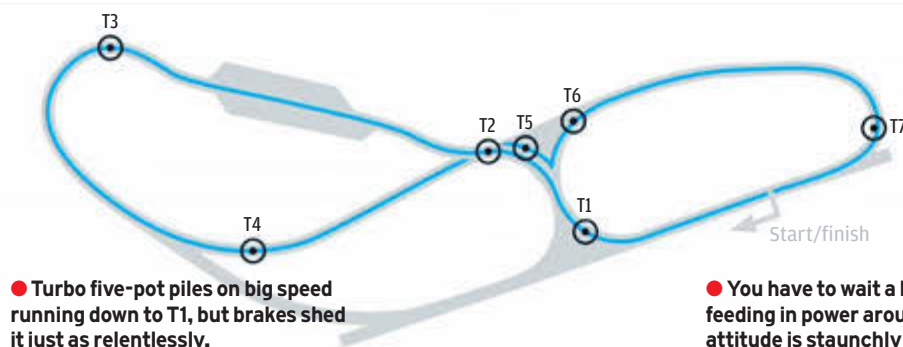
Audi RS3 Sportback

1min 14.4sec

Mercedes-Benz A45 AMG

1min 16.4sec

Huge performance and braking power are the main contributors to a very fast lap. There was plenty of cornering grip, but front end could be more eager on turn-in and the balance sweeter.



WET CIRCUIT

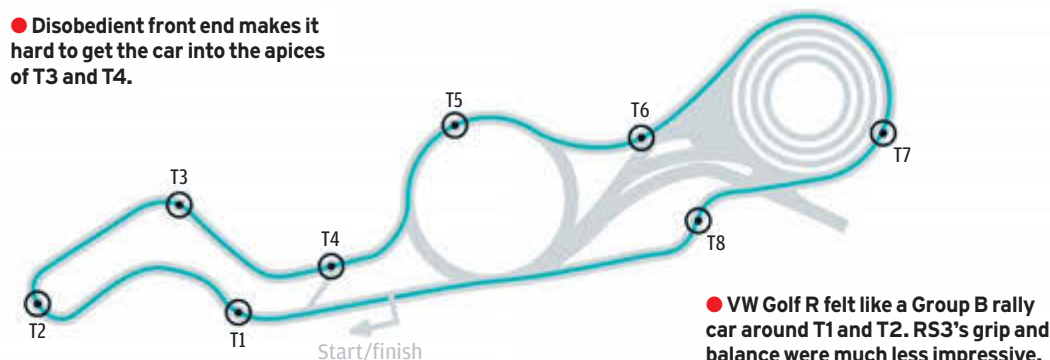
Audi RS3 Sportback

1min 14.6sec

Mercedes-Benz A45 AMG

1min 14.6sec

Fast lap time came as a surprise because the RS3 felt quite ragged. Traction and stability were mostly good, but initial understeer, developing into snap oversteer at times, presented frequently with the ESP off.



ACCELERATION 15deg C, dry

Audi RS3 Sportback

Standing quarter mile 12.7sec at 110.9mph, standing km 23.2sec at 141.7mph, 30-70mph 3.8sec, 30-70mph in fourth 7.1sec



Mercedes-Benz A45 AMG

Standing quarter mile 13.6sec at 108.8mph, standing km 24.3sec at 138.7mph, 30-70mph 4.6sec, 30-70mph in fourth 7.3sec



BRAKING 60-0mph: 2.80sec



With optional adaptive dampers set to Comfort mode, the RS3 rides well



The RS3 is a driver's car that has little time for the delicacy and nuance on which a keen driver thrives

physical. It's textural, too. Where the A45 is flatly uninspiring and the Golf R boomy, the Audi's 1-2-4-5-3 firing sequence – ably supported by two exhaust flaps – filters a proper mechanical rhythm section into the experience. Best of all, the engine never leaves you with the impression that its mid-range is doing all the heavy lifting. Following some barely noticeable lag before the turbo boost kicks in at around 1600rpm, there's nothing but forceful response in the lower reaches of the rev band and another perceptible surge beyond 4000rpm as some extra rasp arrives. But it's in a final lunge beyond 5550rpm where the made-over engine really shows its mettle. There is a rev limiter at 7000rpm. Expect to gleefully hit it a few times.

RIDE AND HANDLING



The essentials first. With the optional adaptive dampers fitted, and restricted to their Comfort setting, the RS3 rides UK roads adeptly. In fact, considering the 19in wheels on which it rides and the car's

necessarily high grip levels, it does so rather well. There is still an element of distant thumping (à la RS4) as the suspension goes about its business, and bigger deflections are managed as whole body movements rather than single-wheel events, but the gap from here to the jowl-jerking ricochet of its predecessor is pleasingly wide.

The fact that the car now settles into a reasonably tame motorway journey is doubly marvellous, because what it will do elsewhere is remarkable. There are familiar problems with the RS3 at its limit – which we'll come to – but don't expect to approach these much on the road. Expect instead, in all weathers and opportunities, an intoxicating rush of blood to the head. On an empty B-road, the car is more Quattro GmbH mission statement than hatchback: indelicate, immodest and catapult quick. From an emphatically dependable front end, to the squat, flat-bodied cling mid-corner, to the kind of decisive traction and stability that makes four-wheel drive seem not just necessary but enormously desirable, the RS3 is a fully paid-up A-to-B monster.

Its capabilities are so cornfield

wide, in fact, that your own aptitude at the wheel feels like a less crucial commodity. The RS3 gives more reward for being brave than for being smooth and precise. Therein, of course, lies the familiar rub: the RS3 is a driver's car that has little time for the delicacy and nuance on which a keen driver thrives.

This is revealed quickly enough on a track, where, despite Audi's protestations, the latest version of the quattro system fails to deliver on the dynamic promise of a fully empowered rear axle. Efforts to involve it at an apex or even unseat it completely are largely for nought. Instead, via the usual over-assisted steering wheel murk, you mostly just wait for the front tyres to find their purchase and haul the car through the meat of any given corner before feeding the power back in. It's route-one stuff.

BUYING AND OWNING



Euro 6 compliant the new engine may very well be, but the RS3 will still penalise your wallet with

decidedly old-school spite if you let it goad you into a sufficiently aggressive driving style. In 60 miles of full-bore driving at MIRA, the car returned 7.9mpg, precisely the same as the Mercedes-AMG C63 tested alongside it. Happily, though, if you try equally hard in the opposite direction, the five-pot returns the favour. It delivered 38.6mpg in our stately single-lane touring test cruise. That's a 4mpg improvement on the previous model and even a little better than the A45.

On emissions, the lower cylinder count wins out, the Mercedes being 33g/km cleaner when it comes to CO₂. On annual VED costs, that's enough to make the RS3 £310 more expensive in its first year and 6% dearer on company car tax.

Don't expect that to dampen many buyers' enthusiasm, though. That the car proves quite an expensive prospect to run is likely to be a secondary concern if you're comfortable with meeting its £39,955 sticker price in the first place. For some, that figure will just sound the starter pistol. With options, our test car's cost rounded out to a chest-tightening £51,185. →

AUDI RS3 SPORTBACK

On-the-road price	£39,955
Price as tested	£51,185
Value after 3yrs/36k miles	£22,525
Contract hire pcm	na
Cost per mile	na
Insurance/typical quote	na

EQUIPMENT CHECKLIST

LED headlights	■
Heated front sports seats	■
Audi Parking System Plus	■
Progressive steering	■
19in Rotor Black alloy wheels	£895
Metallic paint, Catalunya Red	£550
Super Sports seats, nappa leather	£795
Comfort and Sound Package	£1150
Dynamic Package Plus (including adaptive dampers and dual-branch sports exhaust)	£2495
Technology Package (featuring Audi Connect)	£1795
High-gloss Black Styling Package	£695
Audi Phone Box	£325
Extended mono.pur interior	£295
Auto-dimming door mirrors	£250
Painted brake calipers	£325
Engine cover in Carbon Sigma	£495
Body-coloured door mirror caps	£125
Privacy glass	£290
Carbon fascia inlays	£750

Options in **bold** fitted to test car

■ = Standard na = not available

RANGE AT A GLANCE

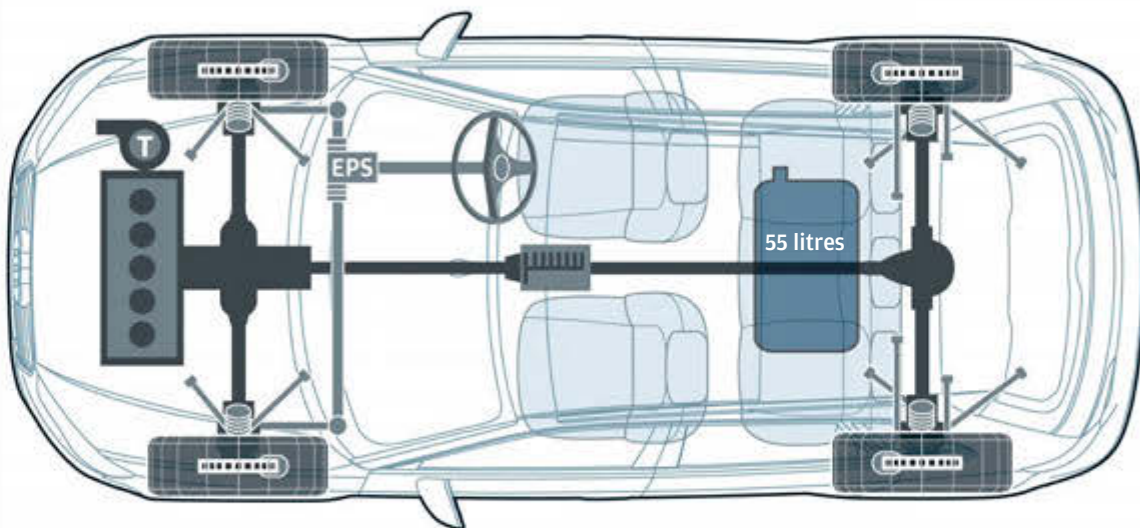
ENGINES	POWER	FROM
2.5T	362bhp	£39,955

TRANSMISSIONS

7-spd dual-clutch automatic ■

TECHNICAL LAYOUT

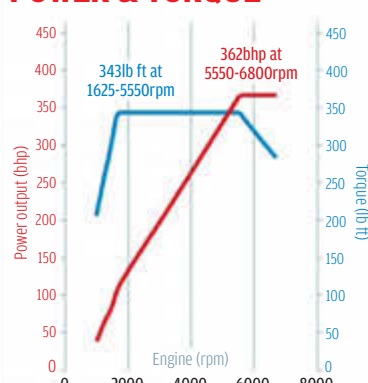
Audi's most powerful production five-cylinder turbo engine is fitted sideways under the A3's bonnet, with the seven-speed DSG gearbox immediately next door. The multi-plate clutch for the four-wheel drive system is on the rear axle and allows up to 100% of drive to be sent to the rear in short bursts. The scales reveal a weight distribution biased 58/42 per cent front to rear.



ENGINE

Installation	Front, transverse, 4-wheel drive
Type	5 cyls in line, 2480cc, turbocharged, petrol
Made of	Iron block, aluminium head
Bore/stroke	82.5mm/92.8mm
Compression ratio	10.0:1
Valve gear	4 per cyl
Power	362bhp at 5550-6800rpm
Torque	343lb ft at 1625-5550rpm
Red line	7000rpm
Power to weight	227bhp per tonne
Torque to weight	215lb ft per tonne
Specific output	146bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1595/1650kg
Drag coefficient	0.34
Wheels	9Jx19in (f), 8Jx19in (r)
Tyres	255/30 R19 (f), 235/35 R19 (r), Pirelli P Zero R01
Spare	Repair kit

TRANSMISSION

Type	7-spd dual-clutch automatic
Ratios/mph per 1000rpm	1st 3.56/5.2 2nd 2.52/8.6 3rd 1.67/12.9 4th 1.02/18.0 5th 0.78/23.6 6th 0.76/28.4 7th 0.63/34.2
Final drive ratio	4.05:1 (3.45:1 for 2, 3, 6 and 7)

ECONOMY

TEST	Performance	7.9mpg
	Touring	38.6mpg
	Average	25.9mpg
CLAIMED	Urban	24.8mpg
	Extra-urban	43.5mpg
	Combined	34.0mpg
	Tank size	55 litres
	Test range	313 miles

SUSPENSION

Front	MacPherson struts, coil springs, adaptive dampers, anti-roll bar
Rear	Multi-link, coil springs, adaptive dampers, anti-roll bar

STEERING

Type	Electro-mechanical, variable ratio, rack and pinion
Turns lock to lock	2.1
Turning circle	11.3m

BRAKES

Front	365mm ventilated discs
Rear	310mm ventilated discs
Anti-lock	Standard, with Brake Assist

CABIN NOISE

Not tested

SAFETY

ABS, ESP, EBD, Brake Assist	
EuroNCAP crash rating 5 stars (2012)	
Adult occupant 95%, child occupant 87%	
pedestrian 74%, safety assist 86%	

EMISSIONS & TAX

CO ₂ emissions	194g/km
Tax at 20/40% pcm	£220/£440

ACCELERATION

MPH	TIME (sec)
0-30	1.7
0-40	2.3
0-50	3.2
0-60	4.1
0-70	5.4
0-80	6.7
0-90	8.3
0-100	10.3
0-110	12.5
0-120	15.2
0-130	18.6
0-140	22.8
0-150	28.4
0-160	-

ACCELERATION IN GEAR

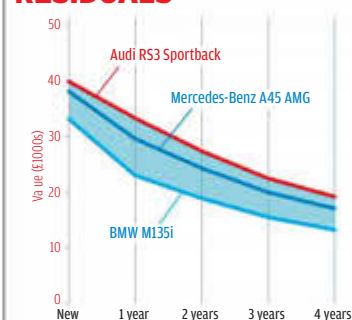
MPH	2nd	3rd	4th	5th	6th	7th
20-40	1.9	2.7	-	-	-	-
30-50	1.8	2.5	3.6	5.5	-	-
40-60	2.0	2.6	3.4	4.5	6.3	-
50-70	-	2.6	3.6	4.6	5.8	7.7
60-80	-	2.6	3.7	4.8	6.1	7.4
70-90	-	-	3.8	5.1	6.4	8.0
80-100	-	-	4.0	5.3	6.8	8.8
90-110	-	-	4.2	5.6	7.3	9.8
100-120	-	-	5.0	6.0	8.1	11.1
110-130	-	-	-	6.4	9.2	-
120-140	-	-	-	7.2	-	-
130-150	-	-	-	-	-	-
140-160	-	-	-	-	-	-

MAX SPEEDS IN GEAR

1	36mph 7000rpm
2	60mph 7000rpm
3	90mph 7000rpm
4	126mph 7000rpm
5	165mph 7000rpm
6	174mph 6127rpm
7	174mph* 5088rpm

RPM in 7th at 70/80mph = 2047/2339

RESIDUALS



● High list price is less punitive when residuals are this good. Only limited-run hot hatches are usually so solid.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the RS3, contact Audi Customer Services, Yeomans Drive, Blakelands, Milton Keynes, MK14 5LR (0800 699 888, audi.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST
Read all of our road tests autocar.co.uk

Audi RS3 Sportback

AUTOCAR VERDICT ★★★★★☆

Fastest hot hatch isn't the world's best, but it's getting closer



When the previous RS3 landed, it seemed singularly overcooked. This one feels far more sophisticated and its enhancements are obvious. At the one end, better comfort levels – those magnetic dampers are an essential option – and superior refinement make the RS3 the plush, usable prospect it always should have been. At the other, it is hilariously fast.

Merely turning up the wick on a hot hatch doesn't guarantee it greater esteem in our eyes, but because the real star here is the magnificent powertrain, the remoteness of the chassis isn't a deal-breaker. The car can't compete with the vivid involvement of the Renaultsport Mégane Trophy-R or the value and broad-batted dynamic talent of a VW Golf R. But measured against rivals built in its likeness, and directed squarely at those for whom five doors and four driven wheels are essential components of a £40k performance car, the ferocity, stability and quality here are outstanding.

TESTERS' NOTES

NIC CACKETT

The ability to mix and match dynamic drive settings is crucial. If you were unable to have Comfort suspension with Dynamic engine response, the RS3 would be half a star poorer.


MATT SAUNDERS

Very few car makers can implement a variable-ratio steering system discreetly enough to retain a sense of connectedness to the front wheels. Audi isn't one of them. The RS3's wheel is disappointingly light and remote.

SPEC ADVICE

Many of our test car's add-ons could be jettisoned without a second thought, but the Dynamic Pack (which includes the adaptive dampers) is essential – as are any options that'll add performance flavour to the cabin.

JOBS FOR THE FACELIFT

- Make Magnetic Ride and extra-sporty exhaust standard.
- Rebalance the handling away from stability and ease of use towards responsiveness and involvement.
- Offer a meaty-feeling manual gearbox.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	RENAULT Mégane RS 275 Trophy-R	AUDI RS3 Sportback	MERCEDES-BENZ A45 AMG	BMW M135i	SUBARU WRX STI
Price	£36,430	£39,955	£38,195	£31,855	£28,995
Power	271bhp at 5500rpm	362bhp at 5550-6800rpm	355bhp at 6000rpm	322bhp at 5800-6000rpm	296bhp at 6000rpm
Torque	266lb ft at 3000rpm	343lb ft at 1625-5550rpm	332lb ft at 2250rpm	332lb ft at 1300-4500rpm	300lb ft at 4000rpm
0-60mph	5.8sec (claimed, to 62mph)	4.1sec	4.2sec	5.1sec (claimed, to 62mph)	5.4sec
Top speed (claimed)	158mph	155mph (limited)	155mph (limited)	155mph (limited)	158mph
Fuel economy (combined)	37.7mpg	34.0mpg	40.9mpg	35.3mpg	27.2mpg
Kerb weight (claimed)	1297kg	1595kg	1555kg	1505kg	1534kg
CO₂/tax band	174g/km, 29%	194g/km, 33%	161g/km, 27%	188g/km, 32%	242g/km, 37%

Verdicts on every new car, p74

Madcap, physical and of razor-sharp focus. Our idea of the ultimate hot hatchback.

★★★★★☆

Mighty powertrain and typical Audi ownership advantages justify the high price – just.

★★★★★☆

Upstaged by the Audi in most important ways, except on driver involvement. Naughty.

★★★★★☆

Facelift delivers a smidge more muscle, but not enough. Still a great engine – and great value.

★★★★★☆

Used to own this class; now somewhat fallen from grace. Characterful but flawed.

★★★★★☆

LETTER OF THE WEEK

Electric performance

Having just re-read your review of the Volkswagen Golf GTE, I, like you conclude, cannot see fully the strategy of promoting electric as sporting in all cases (Road Test, 20 May).

As a 30,000-miles-per-annum company car driver (and shamefully with some points on my licence), I don't need to get from A to B above the speed limit but can see the benefits of plug-in/electric.

I'm no recycled horsehair jumper wearer, but in the Tesla's case I'd happily sacrifice a three-second 0-60mph time if the range increased. I may stand alone on this but had to raise the point.

Derek Smith
York



WIN

Letter of the week wins a
ValetPRO exterior protection
and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

BACK DOWN THE CRACK

From the A-pillar back, the BMW 3.0 CSL Hommage looks great, but forwards it's bad (News, 27 May).

I understand that BMW has got to push the styling envelope, but when it falls into a deep fissure and comes back with a makeover from hell, you should push it all the way back down the crack and never let its face see the light of day.

Not even Chris Bangle could bungle like this. Hope its true that it's not for production. Even if it comes in black, Bruce Wayne is not going to buy it. Face transplant required.

Donald Angus MacKay
Inverness

PUT A GLOSS ON IT

I thought it was 1 April when I read that the paint on your long-term Ferrari FF cost £19,130 (Our Cars, 22 April). Then in a subsequent issue Steve Cropley tells us

the paint is now £22,000. I'm going into a darkened room for a lie down.

James Boothroyd
Durham

The lower price is correct. Or perhaps we thought the FF had appreciated between the two issues – MB

MINI GROWTH PLAN

As a former owner of two original Mini Coopers and a gradual admirer of the past two Cooper S incarnations, Mark Tisshaw's final review of his Mini long-term seemed to ignore the dilution of proportion (Our Cars, 20 May).

While improvements to trim, platform and drivetrain are welcome, a move towards a cartoonish design leaves me cold and an unlikely purchaser.

The tail-lights seem too large, and in search of more internal space the side view seems bloated and less cohesive than the balanced first two models.



The Mk3 Mini's looks do nothing for Phil

Fiat, in my view, has done the bloating better with the 500X.

Phil Harris
via email

WE SALUTE YOU

Trevor Chesterton asks which modern cars receive positive responses from other road users (Your Views, 27 May).

Although I have no first-hand experience of this, it's about getting noticed but in a good way. Aston Martins,

BMW i-cars, Land Rover Defenders, Maseratis and Morgans all appear to be universally respected.

Anything seen as wilfully selfish or showy risks a public thumbs down. That these types of cars are increasingly rare probably says more about modern society than it does about car design.

Mike Spencer
via email

ELECTRIC SHOCK

Your review of the Tesla Model S P85D (First Drives, 13 May) prompted me to book my own test drive, fully expecting it to be a total anticlimax after my current Porsche Panamera diesel.

How wrong could I be? I was amazed by the roadholding and seduced by the quietness, but won over by the possibility of a single battery charge that would give me almost free motoring for every day of my weekly run to the office, with some



AUTOCAR

What you're saying on autocar.co.uk

New Renault Kwid revealed

Why aren't they using the Dacia brand, if Renault is planning to price the car that low?
Overdrive

Dacia isn't sold in India or Brazil. Problem is, in India and Brazil these 'low' price points are still quite high.

marj

Maybe they'll change their minds and bring it to Europe. Would sell well for £8000.

xxxx



I'd not pay £8000 knowing it was sold elsewhere for half that.
Bullfinch

Renault might have done better selling this

instead of the Twingo.
LP in Brighton

I'll be interested to see how it does in the crash tests.

androo



Porsche 911 GT3 RS
is a masterclass in
steering wheel design

left over to go shopping on Saturday morning. All that for less than a tenner!

Trouble is, it has no real character, but then what 'silent' machine, divorced from a seductive exhaust note, can have any character? The dashboard is one big slab of an enlarged iPhone display, but hey, this car really can compete, in a totally different way, with a Porsche.

It would take wild horses to drag me out of my Panamera, but Tesla has touched a nerve.

David Hemmings
Lymm, Cheshire

BETTER SHAPE UP

I agree with Stuart Underwood that the XJS was too weird-looking to wear a Jaguar badge (Your Views, 27 May).

It symbolised the muddled thinking of British motor industry management. I recall reading on its launch that they'd spent millions just on those 'wonderful'

oblong headlights, then reading in the same article that 95% of XJS production would be destined for the US, where, incidentally, those headlights were illegal, necessitating the fitment of crass-looking twin headlights that looked like refugees from a Volga.

Were those millions wisely spent? I don't think so.

Norman E Hawkes
Hessle

WHEELIE GOOD

The picture of the Porsche 911 GT3 RS's steering wheel shows things as they should be (First Drives, 27 May).

Correct shape of rim (circular), correct colour (black), correct number of spokes (three) and the correct number of buttons and switches (none).

Other supercar makers take heed.

Andy Macleod
via email

ROOM AND VROOM

I agree with your review of the Volkswagen Golf R estate (First Drive, 20 May). The Golf R hatchback was already brilliant and the estate compromises little in terms of looks and performance for loads more room. It's on my shortlist for replacing my Mercedes-Benz E350 Bluetec AMG Sport coupé next year.

Mark Fisher
via email

TESTING TIMES

Interesting article on the 80th anniversary of the driving test (Rear View Mirror, 27 May), especially as there is talk of removing some car control aspects in favour of how to use sat-nav.

I think the test should be tougher, with motorway driving included or at least some high-speed driving awareness and motorway driving questions.

Bob Bull
via email



Tesla Model S P85D
gave Porsche-owning
David a bit of a shock

NEXT WEEK

Inside the magazine – on sale 17 June

ROAD TEST



Volvo XC90 The definitive verdict on Sweden's new-generation seven-seat SUV



FIRST DRIVE

Toyota Avensis

We find out if big investment in the Avensis's facelift was worthwhile



MOTORSPORT

How easy is rally driving?

Multiple champ Jimmy McRae teaches us the art of sideways

RETROSPECTIVE



Ferrari Dino Andrew Frankel looks at how the iconic original could inspire a new one

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet

AUDI A6 AVANT	AUDI TT	BMW ACTIVE TOURER	CITROEN C4 CACTUS	FERRARI FF	FORD FOCUS	FORD MONDEO	HYUNDAI i20
							
Barnaby Jones	Stan Papior	John Bradshaw	Lewis Kingston	Steve Cropley	Tim Dickson	Luc Lacey	Aaron Smith



BMW 220d Active Tourer

FIRST REPORT As BMW's first front-drive model and its first MPV, the Active Tourer marks the start of a new era for the firm. We're about to find out what this means to a family living with one

Ten years ago, if a BMW marketing executive had suggested that the premium car maker should build a front-wheel-drive hatchback-cum-MPV, I'm fairly certain that they would have been laughed out of the room. Fast forward to 2015 and the 2 Series Active Tourer has been on sale for more than half a year and is a genuine contender in the small MPV class of the C-segment – which happens to be the biggest market sector in Europe.

Last year we pitched a 218d Active Tourer up against its closest rival: Volkswagen's Golf SV. Despite giving the SV a bloody nose in the performance and handling department, the Volkswagen's slightly larger cabin, bigger boot and better all-round visibility made it the easier companion

to live with. So, tasked with being a chief snapper's slogger for 12 months, how would the BMW cope?

Our Active Tourer is a 220d M Sport, which means it's fitted with the 187bhp 2.0-litre four-cylinder diesel engine that powers all 20d models across BMW's line-up, from the 1 Series hatchback up to the 5 Series saloon and X4 SUV. Peak power is developed at 4000rpm, while peak torque of 295lb ft makes itself known from 1750-2500rpm.

First impressions are good; the gutsy motor transforms this small MPV into a properly brisk performer. It will even scramble for traction in second gear when the revs fall into that sweet spot of torque. On motorways, the Active Tourer has already proved to be a superb cruising companion, sitting

The gutsy diesel engine transforms this small MPV into a properly brisk performer

at 2200rpm in sixth gear with the speedometer registering 70mph, with little wind and road noise intrusion.

The six-speed manual gearbox has a positive, smooth throw for the most part. However, a particular nuisance is its stubbornness when navigating the lever from first gear back across the gate to reverse. It usually results in a couple of quick shuffles across neutral and re-engaging before the gearbox will play ball and go into reverse. It's a minor gripe, but we'll see if the 'box loosens up in the weeks and months to come.

Our car is finished in Estoril Blue

paintwork, a £550 option on the Active Tourer. It's a popular colour scheme; I've spotted countless 1 Series and 3 Series models in this colour recently.

It certainly shows off the Active Tourer's distinctive lines and compact body. Measuring just over 4.3 metres long and 1.8m wide, the BMW appears slightly smaller when parked next to a Ford Focus hatchback – because it is. And sitting on 18in M Sport alloy wheels, I think it looks the part.

Inside, things are slightly more restrained. Being an M Sport model, the car is adorned with the usual badging on

KIA SOUL EV	LEXUS NX300H	MAZDA 2	PORSCHE PANAMERA	RANGE ROVER SPORT	RENAULT MEGANE RS	RENAULT TWINGO	SEAT LEON X	SKODA OCTAVIA	SUZUKI CELERIO	TOYOTA GT86	VOLKSWAGEN GOLF R	VOLVO V60
Hilton Holloway	Mark Pearson	John McIlroy	John McIlroy	Steve Cropley	Matt Prior	Matthew Burrow	Mark Tisshaw	Matt Burt	Steve Cropley	Matt Prior	Allan Muir	Hilton Holloway



Driving position is somewhere between that of saloon and van



Load space or rear leg room? We can juggle the two



Rotary iDrive controller is standard – and welcome

Active Tourer is a refined cruiser and handles nicely



GUTSY ENGINE

Our Active Tourer's 187bhp 2.0-litre four-cylinder turbodiesel is strong and refined.



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ELECTRIC SEATS

More than enough adjustability to find your ideal driving position in the comfortable leather seats.

LOVE IT LOATHE IT



ELECTRIC BOOT

Painfully slow when closing. Given how much the BMW's boot will be used, this is certain to grate.



STUBBORN REVERSE GEAR

We're hoping the gearshift will loosen up over time when trying to select reverse from first when stationary.

the gear lever, steering wheel and door sill finishers that denotes its high-end trim level, along with standard leather upholstery. All 2 Series Active Tourers get all-round electric windows, DAB radio, Bluetooth, dual-zone climate control, rear parking sensors and automatic lights and wipers.

From the options list, the BMW Navigation Plus package with its online service and real time traffic information capabilities has boosted our car's list price by £2095, while the Technology Package (consisting of a reversing camera, Comfort Access and adaptive LED headlights) has added another £1095. With other options included, the grand total of our 220d M Sport Active Tourer is a hefty £35,090 – £6085 over the list price.

The electric front seats may be a relatively pricey option at £650, but they're already a stand-out highlight of the car. They offer plenty of adjustment, helping me to get close to my perfect driving position – ideally as upright and high as possible. Happily, the 2 Series' driving position strikes a compromise between that of low-slung sporty saloon and high-riding Ford Transit, which suits me fine.

At 468 litres with the rear seats in their upright position, the boot is far from class-leading, so it will be interesting to see how it copes with hauling my vast assortment of camera gear on photo shoots all over the country. This will be the primary task of the Active Tourer during the next 12 months and possibly the biggest practicality test a car will endure.

john.bradshaw@haymarket.com

BMW 220d Active Tourer M Sport

Price £29,005 **Price as tested** £35,090 **Options** BMW Navigation Plus £2095, Technology Package (Comfort Access, reversing camera, adaptive LED headlights) £1095, electric front seats and driver memory £650, Estoril Blue metallic paint £550, folding, auto-dimming exterior mirrors £420, loudspeaker system £295, front seat heating £295, sun protection glass £270, Electronic Damper Control £150, bike rack preparation £160, luggage compartment separating net £105, **Economy** 42.8mpg **Faults** None **Expenses** None



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Ford Mondeo

Mileage | 2266 We're getting to grips with the hidden depths of our Ford's in-car tech

With the first couple of thousand miles in the bag, I feel like I'm getting to grips with our long-term Mondeo, and these days that includes the infotainment system. Today's in-car tech is getting so feature-heavy that, like a dad faced with Windows 98, I'm still finding new layers to it even a couple of months in. This is useful, though, because delving into the nitty gritty does tend to offer solutions to niggles that you'd otherwise leave dangling in the wind.

A prime example is 'edit wallpaper' – a buried-deep setting that allows you to upload images to use as a background to the otherwise dull home screen. As you can imagine, the potential for this is endless and – let's face it – fraught with danger, depending on who's in the front passenger seat. I've played it safe –



Personalised home screen functions as a shop window for Luc's photographic talent



Ford had some help with the software

after all, there's nothing risqué about a nice picture of your own car, even if that choice does mean I've had to endure accusations of Alan Partridge-ness from some of my colleagues.

Another useful tab in the settings menu allows for a wide range of audio adjustment to help you make the most of your 12 speakers. Here you can choose either a standard stereo option, or opt for the full 'surround' effect. I've yet to decide which I prefer. Ditto the presets that offer various different 'styles' of sound processing.

Messing with the bass and treble might seem needlessly fiddly to some, but getting the levels right is important when you spend as long in the car as I do. As an aid to staying awake, the stereo is second only to an open window, but when even those fail to stop your eyelids from drooping, the Mondeo has an additional trick up its sleeve: monitoring your face for signs of tiredness and flashing up a polite coffee stop suggestion. These I tend to heed, especially as parking a car of the Mondeo's proportions requires you to wake up fully before you've even had the chance to take on any caffeine.

luc.lacey@haymarket.com

Ford Mondeo 2.0 TDCi Titanium 5dr

Price £24,545 **Price as tested** £27,465

Economy 37.6mpg **Faults** Stiff boot struts

Expenses None **Last seen** 27.5.15



Lexus NX300h

Mileage 1880

Although it's undoubtedly a complex and clever affair, our NX's e-CVT transmission still sounds a little like the old CVTs that powered small DAFs and Volvos many years ago. Put your foot down and the revs soar, and stay there until you lift your foot or

your speed matches your intentions. Some people, used to gears that go up and gears that go down, have even commented on the unusual noise.

In larger Lexus models, the engine noise is so well muted you wouldn't even know it was an e-CVT, but our NX isn't quite as quiet. Neither is it

especially quick, which means if you're an impatient sort you'll be holding the throttle wide open for longer. However, Lexus has gone to great efforts to make things sound more conventional, so the rush to full revs isn't so sudden. It may be an unusual noise, but it's not an unpleasant one, and I suspect that only if you have access to a long, empty straight bit of road might you be seriously troubled by the transmission's curious aural qualities.

In town, all is blissfully quiet anyway, so you can appreciate instead the aural qualities of the 14-speaker Mark Levinson sound system. I have a suspicion that 14 speakers is, by a considerable margin, too many, but I admit that classical music sounds crisp and clear, with real depth, and speech is impressive. Pop and rock via DAB I'm not so sure about; to me, it doesn't sound particularly special, although I admit the fault may well lie with my ears.

Either way, the well-equipped cabin makes a delightful listening room. Our panoramic roof brightens

up the interior, the driver's seat is supremely comfortable and the materials used on the multi-layered dashboard and its surrounds look and feel decidedly plush.

Next stop: France. A week's holiday beckons, and it's time to see if the NX can cut it as both family holdall and continental cruiser.

mark.pearson@haymarket.com

Lexus NX300h

Price £42,995 **Price as tested** £44,640

Economy 32.6mpg **Faults** None

Expenses None **Last seen** 27.5.15



The e-CVT's drone can be intrusive

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THE LOG BOOK



Hyundai i20

Mileage 4461 **Last seen** 13.5.15

When I first clapped eyes on the i20's smartphone docking station, I thought: "Fantastic, I can charge my phone while on the move." However, the landscape-mounted dock is designed to hold devices with a charging port in the bottom, such as an iPhone, whereas my Sony Xperia Z has its slot on the top left, so it isn't compatible. **AS**



Seat Leon X-Perience

Mileage 3123 **Last seen** 13.5.15

It's been here for only a month, but the Leon X has already clocked up more than 3000 miles, mainly on long motorway drives where the car is finding its niche, not least thanks to its comfortable driving position. You sit deceptively high up, giving an almost SUV-like view of the road. Side visibility could be better, mind; the driver's B-pillar is obstructive when checking blind spots. **MT**



Toyota GT86

Mileage 29,700 **Last seen** 13.5.15

"We've missed the last train home. Can you pick us up from Aylesbury at 1am?" Sigh. In any other car I'd be cross, but it's 40 minutes, wet in places, and there are many empty roundabouts. So I'm pleased to be on the road in the GT86. This is why the Toyota's odometer now reads 29,700 miles, indicating its third service is only a week or so away. **MP**



Range Rover Sport

Mileage | 14,910 A tow bar would be top of the list if we were to rethink our car's spec

Now that the Range Rover Sport has reached what could be considered the 'middle age' of its spell with us, I've found myself reflecting on the decisions we originally made about specification: engine and model choice, tyre size, colour, other gadgets, absence of a tow pack.

Take the last first. This is the first Autocar Range Rover in my memory without the means to do what Landies always do brilliantly – tug a car trailer or caravan – and I'd never order one again without that. The look of disappointment on the faces of folks who have turned up at my desk to grab the keys, only to discover that it won't shift their horsebox or boat trailer, is not to be borne. If you're ever faced with this decision and find the £2200 option price steep, steel yourself and tick the box. The vehicle will be roughly twice as useful – and will also resell better.

Colour? I was part-biased against the metallic red (someone else's choice) because of my missus's long-held dislike of red cars, but I have since noticed that even when road-stained and well used, the Sport's paint still catches the sunlight a treat and makes it look, well,



Latest 302bhp 3.0 SDV6 provides more than enough grunt for a Range Rover Sport

alive. And after five months, the other half has started warming to it.

After 14,000 miles, I can't imagine why anyone would choose another Range Rover Sport engine than the 3.0-litre diesel V6 (the only option in the HSE Dynamic version), even if they were buying a higher-spec model. It's not that the V8 engines don't make their extra poke well and truly available – they do –

but our version can dispatch a 0-60mph sprint in 7.8sec, and I've driven far and fast enough in this one to know it has a level of performance that suits the car.

I know the new five-star SVR model can halve the V6's 0-60mph and 0-100mph times, but (call me a stick in the mud) I don't believe you'd drive a Range Rover Sport, a brisk but relaxing machine, that way other than to show off your new car or convince yourself that the outlay was

worth it. Mind you, I could do without the accelerator hesitation from standstill that seems endemic in Land Rovers. It's one of the few areas where nearly every rival does better.

Anything else? We occasionally miss the luxury of soft-closing doors, and the Dynamic setting on the Terrain Response seems like a mixed blessing: okay occasionally for better body control but a bit harsh over ripples. I don't think I'd miss it.

Originally, we planned to swap the standard 21in wheels for 20s or 19s, thinking we'd be willing to concede some steering alertness for a slightly better ride. But since the steering and ride are both high spots in this Range Rover Sport, we simply haven't bothered. **steve.cropley@haymarket.com**

Range Rover Sport HSE Dynamic SDV6

Price £66,250 **Price as tested** £70,975

Economy 32.6mpg **Faults** None **Expenses**

New rear tyre £238.50 **Last seen** 6.5.15



Hesitant throttle away from rest is one of few bugbears

DEALS

Bargain new
and used motors



Why Zafiras are just bootiful

A visit to a car boot sale reunites **James Rupert** with one of the used market's most practical buys

For reasons that I can't possibly begin to explain, I was at a car boot sale recently. Fortunately, my car already has a boot, but while I was there I learned that just about any vehicle qualifies as prime boot-sale material. At this particular event (and, I guess, at most of them), it was best not to turn up in a van or a 4x4, since the pitch charge for such a vehicle was £9. Go in something less commercial – as I did – and you saved £2.

Not surprisingly, I had the only BMW 7 Series in the field. While there, I had two offers for it, and it wasn't even up for sale. It was unwashed and covered in bird guano, but that had me thinking that a boot sale could

actually be a great place to flog your car. Anyway, this is something of a long-winded way of telling you that, according to my on-the-spot research, the Vauxhall Zafira is the quintessential booty vehicle of choice.

Within yards of my shed-sized pitch, there were no fewer than four of Luton's compact family lorries. None of them was remotely 'sheddy', either. I do think the Zafira has improved markedly over the years.

Obviously, I would highlight an early one as something that's ideal for jobbing tradesmen who need some seats for the family at the weekend. You can't go too cheap, because the few-hundred-quid examples don't have



A Zafira VXR is a fun way to seat seven

MOT certificates and, even at £400, the interior will be completely shot. Anything below £500 seems to be a Category C, although that isn't fatal.

Above that level, you get to the good old 1.8 petrols. They may cost a bit to run, but in Comfort spec they'll do a decent job, as long as most of the things work. Otherwise, £1500 will get you into a family-friendly, early to mid-2000s

The Zafira in front of me at the car boot sale contained a kitchen table and the contents of a lady's wardrobes



P70 James Rupert
Used car expert



P72 Nigel Donnelly
Deals expert



P74 Nic Cackett
Data expert

A Vauxhall Zafira 1.9 CDTi from 2008 will cost around £5000

BANGERNOMICS BEST BUYS



READER'S CAR: JAGUAR S-TYPE

Andy Ford bought this 119,000-mile Jaguar S-Type 3.0 V6 at the end of January for £900. It had 10 years' worth of Jaguar/specialist history but no evidence of any work for the past four, and had only five weeks left on the MOT. "I decided it just needed some TLC, so I took a chance on it," says Andy. "I spent about £180 on oils and bits and pieces. It refused to start on day four, but it purred back into life after I cleaned the throttle body. It passed its MOT with no advisories, so I'm pretty pleased. I think it's buffed up well."

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WHAT CAUGHT MY EYE THIS WEEK: LOADS OF ROVERS

Are they still making them? Despite the company's demise a decade ago, 75s, 45s and 25s are still around in suspiciously large numbers. Maybe someone is still hard at work churning them out...



USED CAR DILEMMA: MERCEDES-BENZ R-CLASS

There comes a point when a Ford Galaxy isn't enough, and presumably that's when you go for an R-Class. Mostly, though, you don't want six other people in your Mercedes, so this is the answer to the question no one ever asked.

POSH

POINTLESS
MPV



1.6. Most buyers will want a diesel, of course, and if you spend a solid £5000 you can get a 2008 1.9 CDTi in Exclusiv trim. There are also some slightly exciting SRis around, with mileages in the high 60s, which isn't bad. You can still get a GSi turbo, too – a car that could be a future weird collectable. Your money will buy a 2005-2006 example with history and, in some cases, not that many miles, and all for around £5500.

Of course, the crucial question is: just how much stuff can you get in the back of a Zaf? Well, the one in front of me at the booty contained a kitchen table and the contents of a lady's wardrobes. Heaven knows what she was up to, but she was doing it in a Zafira. Wise move.

Tempting TVRs from £5k to £50k

With the next chapter of the TVR story about to begin, **Nigel Donnelly** takes a look back over some hard acts to follow from the previous generations of cars

1 TVR Chimaera (1992-2003)

The Chimaera was in effect a softer, easier prospect for those who wanted the noise and theatre of a Griffith in a more usable package.

Although longer and bigger than the Griffith, they are closely related and share many foibles. They could even be bought with the same 5.0-litre V8, although the 4.0-litre version is the most common.

Chimaeras have gone up in price in the past few years, so they are no longer the bargains they were. Any form of paper trail from a specialist is more desirable than a specific engine or trim option, but you'll pay a premium for 4.5 and 5.0-litre cars. Prices start below £10,000 for cars with issues, but £12k is more realistic for a clean 4.0-litre car.

2



TVR Griffith (1991-2002)

The Griffith transformed the fortunes of TVR in the UK. Clever use of GRP masked the kit-car door gaps of earlier models beneath supercar bodywork that offered stunning new-car looks for used supercar cash.

There was no shortage of performance, either. The 5.0-litre versions were capable of 4.1sec runs to

60mph, but all models were capable of 150mph and sub-5.0sec sprints. The fact that they still look great today and are well into cherished car territory means minimum money for a healthy Griffith is £15k, but exceptional cars will cost from £20k-plus. Keep it well and it will never be worth less – and you'll never get bored with the noise.

3



TVR S (1987-1992)

The retro-looking S models were designed to keep an affordable car in TVR's line-up for enthusiasts who could not stretch to the expensive models.

The chassis was simpler than that of the Tasmin and only tough Ford V6s were offered. S models lacked the white-knuckle appeal of hairier TVRs, but sub-7.0sec 0-60mph times and a

140mph top speed ensured strong sales.

S2s from 1988 got a 2.9-litre version of the Cologne V6, while a 1990 restyle introduced the S3, which remained until 1992. They are relatively simple, but be wary of pricey GRP bodywork repairs. Values for S models reflect condition, but £5000 gives you a chance of getting something you can drive straight away.



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6



4



TVR Sagaris
(2005-2008)

The cartoonish Sagaris was a high point of the tail end of TVR's recent history. It shared a lot with the T350, including the straight-six TVR engine, but it was designed with endurance racing in mind.

Our testers were effusive, noting how much more settled it was mid-corner than other TVRs and how much more comfortable and better to drive it was while retaining breathtaking rapidity. Rarity and desirability keeps prices high, so you'll need £50k to get involved.

5



TVR 400SE/450SE
(1988-1991)

The final 400SE and 450SE 'wedges' previewed the performance of the curvy next-generation TVRs in a softened version of the Tasmin's angular bodyshell. In truth, the 4.0-litre version's 268bhp has more than enough poke for all but the most hairy-chested drivers, given the car's 1150kg kerb weight.

It's recognisable by softer lines, a deeper front spoiler and prominent skirts, along with a price tag that heads well into five-figure territory.

TVR Tasmin (1984-1987)

The archetypal 1980s TVR is the Tasmin, with the razor-sharp lines and raised bootline that had them christened simply as 'wedges'. Tasmins were available with 2.0-litre four-pot, 2.8-litre V6 or 3.5-litre V8 engines. The V8s are roughly 50bhp more powerful but only 80kg heavier than the V6s thanks to the relatively low weight of the aluminium eight-pot compared with Ford's cast-iron six.

In terms of what to buy today, however, overall condition is by far

the most important factor. Shop around for the best example you can find, although you shouldn't fret too much about scruffy interiors; they come as standard. Humdrum mechanicals are easy to bolt back together, but chassis rot and GRP damage is worth worrying about, because either can push project cars into untenable territory.

Five grand buys something that is driveable, but workable projects are yours for less.

NEW CARS A-Z

For full reviews of every car listed here, visit our website, autocar.co.uk

Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 89

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★☆		
1.4 T-Jet	E14205	133	155	26
500 CONVERTIBLE 2dr open	Open-top hot hatch; has a softer ride than the tin-top car	★★★★☆		
1.4 16v Turbo T-Jet	E16005	133	155	27
PUNTO EVO 3dr hatch	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★☆		
1.4 Turbo M'Air	E16857	161	142	30
ALFA ROMEO				
MITO 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★☆		
0.9 TB TwinAir 105 Distinctive	E16070	103	98	13
0.9 TB Twinair 105 Sprint	E14870	103	99	13
0.9 TB TwinAir 105 QV Line	E16820	103	98	13
1.4 140 M'air TCT Distinctive	E17620	138	124	19
1.4 140 M'air TCT QV Line	E18370	138	124	20
1.4 170 M'Air O'Verde	E20210	168	139	26
1.3 JTDm-2 85 Sprint	E15415	94	90	11
1.3 JTDm-2 85 Distinctive	E16655	94	90	11
1.6 JTDm-2 120 D'ive S-S	E17820	118	114	19
1.6 JTDm-2 120 QV Line	E18570	118	114	20
GIULIETTA 5dr hatch	Stylish, rewarding family hatch. A new era for Alfa	★★★★☆		
2.0 JTDm 175 Excl. TCT	E25630	148	110	20
2.0 JTDm 175 Sportiva Nav TCT	E27380	148	110	20
1.4 TB 120 Progression	E18240	118	149	16
1.4 TB 120 Distinctive	E19490	118	149	16
1.4 TB Multiair 170 Distictive	E20990	168	134	23
1.4 TB Multiair 170 Ex'ive TCT	E24035	168	121	23
1.4 TB Multiair 170 Sportiva N	E24490	168	134	23
1.4 TB Mult'ir 170 Spva Nav TCT	E25785	168	121	23
1.6 JDTM 105 Progression	E19170	103	114	16
1.6 JDTM 105 Distinctive	E20420	103	114	16
1.6 JDTM 105 Excl.	E22170	103	114	16
2.0 JTDm 150 Distinctive	E21720	148	110	20
2.0 JTDm 150 Excl.	E23470	148	110	20
2.0 JTDm 150 Sportiva Nav	E25220	148	110	20
4C 2dr coupé	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★☆		
1.75T	E45000	237	-	50
ALPINA				
B3 2dr coupé	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	E51350	394	224	-
B4 4dr saloon	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	E50350	394	224	-
B3 CONVERTIBLE 2dr open	Rapid, usable, cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	E56450	394	225	-
B3 TOURING 5dr estate	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	E51350	394	225	-
B5 4dr saloon	Huge pace, but let down by uninvolved dynamics	★★★★☆		
85 Biturbo	E71950	507	252	-
85 Biturbo	E71950	500	252	-
B5 TOURING 5dr estate	Huge pace, but let down by uninvolved dynamics	★★★★☆		
85 Biturbo	E71950	500	255	-
B7 4dr saloon	Makes sense on an autobahn but not for the UK	★★★★☆		
4.4 V8 Switch-tronic	E95850	500	282	-
4.4 V8 Switch-tronic LWB	E98850	500	282	-
D3 4dr saloon	Precise dynamics with added Alpina kudos and a great engine	★★★★☆		
3.0D Biturbo	E46950	345	139	50
D5 4dr saloon	Rapid, usable and cheaper alternative to an M5	★★★★☆		
3.0 Bi-Turbo	E55950	340	155	-
XD3 5dr 4x4	Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆		
3.0 XD3	E54950	345	-	49
ARIEL				
ATOM 0dr open	Superb fast track mentalism. As exhilarating as cars get	★★★★☆		
245	E29321	245	-	-
300	E34319	300	-	-
ASTON MARTIN				
RAPIDE 4dr saloon	Four-door Aston is more practical, but just as charming	★★★★☆		
5.9 V12 S	E149995	550	355	-
VANTAGE 2dr coupé	Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆		
4.7 V8	E84995	420	299	-
AUDI				
A1 3dr hatch	Audi's answer to the Mini. Fun(ish) and refined	★★★★☆		
1.4 TFSI 125 Sport	E16690	123	115	21
1.4 TFSI 125 S line	E18685	123	117	21
1.4 TFSI 150 S line	E19480	148	112	25
2.0 TFSI 231 S1	E25380	228	162	33
1.6 TDI 116 SE	E15390	114	92	19
1.6 TDI 116 Sport	E17365	114	92	19
1.6 TDI 116 S line	E19360	114	93	19
A1 5dr sportback	Rear doors add convenience to an attractive package	★★★★☆		
1.4 TFSI 125 Sport	E17310	123	118	21
1.4 TFSI 125 S line	E19305	123	119	21
1.4 TFSI 150 S line	E20100	148	112	25
2.0 TFSI 231 S1	E26110	228	166	33
1.6 TDI 116 SE	E16010	114	92	19
1.6 TDI 116 Sport	E17985	114	92	19
1.6 TDI 116 S line	E19980	114	93	19
A3 4dr hatch	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.2 TFSI 110 SE	E18575	108	114	14
2.0 TDI 184 quattro S line	E29905	148	124	26
2.0 TDI 184 quattro Sport	E27755	148	124	26
2.0 TDI 184 S line	E26995	148	108	28
2.0 TDI 184 Sport	E24845	148	108	27
2.0 TFSI 300 quattro S3	E30940	296	162	36
1.2 TFSI 110 Sport	E19975	108	114	14
1.2 TFSI 110 S line	E22125	108	114	15
1.4 TFSI 125 SE	E19875	123	117	16
1.4 TFSI 125 Sport	E21275	123	117	16
1.4 TFSI 125 S line	E23425	123	117	16
1.4 TFSI 150 SE ACT	E20725	148	109	21
1.4 TFSI 150 Sport ACT	E22125	148	109	21
1.4 TFSI 150 SE ACT	E24275	148	109	21
1.8 TFSI 180 Sport	E23905	178	135	23
1.8 TFSI 180 quattro Sport	E26830	178	149	25
1.8 TFSI 180 S line	E26055	178	135	24
1.8 TFSI 180 quattro S line	E28980	178	149	25
1.6 TDI 110 SE	E20825	108	99	15
1.6 TDI 110 Sport	E22225	108	99	15
1.6 TDI 110 S line	E24375	108	99	16
2.0 TDI 150 SE	E22175	148	106	21
2.0 TDI 150 Sport	E23575	148	106	21
2.0 TDI 150 S line	E25725	148	106	21
A3 4dr saloon	All the A3's standard attributes in a saloon body. S3 great looking	★★★★☆		
1.4 TFSI 150 ACT Sport	E23295	148	109	21
1.6 TDI 110 S line	E25545	108	99	16
1.8 TFSI 180 quattro S line	E30150	178	149	25
1.8 TFSI 180 quattro Sport	E28000	178	149	25
1.8 TFSI 180 Sport	E25075	178	135	23
2.0 300 quattro S3	E33540	296	162	36
2.0 TDI 150 Sport	E24745	148	105	21
1.4 TFSI 150 ACT S line	E25445	148	109	21
1.8 TFSI 180 S line	E27225	178	135	24
2.0 TDI 150 S line	E23395	108	99	15
2.0 TDI 150 Sport	E26895	148	105	21
A3 5dr sportback	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.4 TFSI 125 S line	E24045	123	117	16
1.4 TFSI 125 Sport	E21895	123	117	16
1.8 TFSI 180 quattro S line	E29600	178	149	25
1.8 TFSI 180 S line	E26675	178	135	24
2.0 TFSI 180 Sport	E24525	178	135	23
2.0 TDI 150 S line	E26345	148	106	21
2.0 TDI 150 SE	E22795	148	106	21
2.0 TDI 150 Sport	E24195	148	106	21
2.0 TDI 184 quattro S line	E30525	175	124	26
2.0 TFSI 300 quattro S3	E31560	296	162	36
1.2 TFSI 110 SE	E19195	108	114	14
1.2 TFSI 110 Sport	E20595	108	114	14
1.2 TFSI 110 S line	E22745	108	114	15
1.4 TFSI 125 SE	E20495	123	117	16
1.4 TFSI 150 SE ACT	E21345	148	109	21
1.4 TFSI 150 Sport ACT	E22995	430	299	-
1.4 TFSI 150 S line ACT	E138000	565	388	50
VANTAGE ROADSTER 2dr open	The Vantage's relaxed nature	★★★★☆		
4.7 V8	E98995	420	299	-
5.9 V12	E110700	430	299	-
DB9 VOLANTE 2dr open	Facelift a big improvement dynamically	★★★★☆		
5.9 V12	E141995	470	333	-
DB9 2dr coupé	Enchanting looks, but ride is choppy.	★★★★☆		
Manual the best	E131995	470	333	-
VAQUISH 2dr coupé	A British supercar for British roads. Looks the business, too	★★★★☆		
5.9 V12	E189995	565	335	-
AUDI				
A1 3dr hatch	Audi's answer to the Mini. Fun(ish) and refined	★★★★☆		
1.4 TFSI 125 Sport	E16690	123	115	21
1.4 TFSI 125 S line	E18685	123	117	21
1.4 TFSI 150 S line	E19480	148	112	25
2.0 TFSI 231 S1	E25380	228	162	33
1.6 TDI 116 SE	E15390	114	92	19
1.6 TDI 116 Sport	E17365	114	92	19
1.6 TDI 116 S line	E19360	114	93	19
A1 5dr sportback	Rear doors add convenience to an attractive package	★★★★☆		
1.4 TFSI 125 Sport	E17310	123	118	21
1.4 TFSI 125 S line	E19305	123	119	21
1.4 TFSI 150 S line	E20100	148	112	25
2.0 TFSI 231 S1	E26110	228	166	33
1.6 TDI 116 SE	E16010	114	92	19
1.6 TDI 116 Sport	E17985	114	92	19
1.6 TDI 116 S line	E19980	114	93	19
A3 4dr hatch	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.2 TFSI 110 SE	E18575	108	114	14
2.0 TDI 184 quattro S line	E29905	148	124	26
2.0 TDI 184 quattro Sport	E27755	148	124	26
2.0 TDI 184 S line	E26995	148	108	28
2.0 TDI 184 Sport	E24845	148	108	27
2.0 TFSI 300 quattro S3	E30940	296	162	36
1.2 TFSI 110 Sport	E19975	108	114	14
1.2 TFSI 110 S line	E22125	108	114	15
1.4 TFSI 125 SE	E19875	123	117	16
1.4 TFSI 125 Sport	E21275	123	117	16
1.4 TFSI 125 S line	E23425	123	117	16
1.4 TFSI 150 SE ACT	E20725	148	109	21
1.4 TFSI 150 Sport ACT	E22125	148	109	21
1.4 TFSI 150 SE ACT	E24275	148	109	21
1.8 TFSI 180 Sport	E23905	178	135	23
1.8 TFSI 180 quattro Sport	E26830	178	149	25
1.8 TFSI 180 S line	E26055	178	135	24
1.8 TFSI 180 quattro S line	E28980	178	149	25
1.6 TDI 110 SE	E20825	108	99	15
1.6 TDI 110 Sport	E22225	108	99	15
1.6 TDI 110 S line	E24375	108	99	16
2.0 TDI 150 SE	E22175	148	106	21
2.0 TDI 150 Sport	E23575	148	106	21
2.0 TDI 150 S line	E25725	148	106	21
A3 4dr saloon	All the A3's standard attributes in a saloon body. S3 great looking	★★★★☆		
1.4 TFSI 150 ACT Sport	E23295	148	109	21
1.6 TDI 110 S line	E25545	108	99	16
1.8 TFSI 180 quattro S line	E30150	178	149	25
1.8 TFSI 180 quattro Sport	E28000	178	149	25
1.8 TFSI 180 Sport	E25075	178	135	23
2.0 300 quattro S3	E33540	296	162	36
2.0 TDI 150 Sport	E24745	148	105	21
1.4 TFSI 150 ACT S line	E25445	148	109	21
1.8 TFSI 180 S line	E27225	178	135	24
2.0 TDI 150 S line	E23395	108	99	15
2.0 TDI 150 Sport	E26895	148	105	21
A3 5dr sportback	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.4 TFSI 125 S line	E24045	123	117	16
1.4 TFSI 125 Sport	E21895	123	117	16
1.8 TFSI 180 quattro S line	E29600	178	149	25
1.8 TFSI 180 S line	E26675	178	135	24
2.0 TFSI 180 Sport	E24525	178	135	23
2.0 TDI 150 S line	E26345	148	106	21
2.0 TDI 150 SE	E22795	148	106	21
2.0 TDI 150 Sport	E24195	148	106	21
2.0 TDI 184 quattro S line	E30525	175	124	26
2.0 TFSI 300 quattro S3	E31560	296	162	36
1.2 TFSI 110 SE	E19195	108	114	14
1.2 TFSI 110 Sport	E20595	108	114	14
1.2 TFSI 110 S line	E22745	108	114	15
1.4 TFSI 125 SE	E20495	123	117	16
1.4 TFSI 150 SE ACT	E21345	148	109	21
1.4 TFSI 150 Sport ACT	E22995	430	299	-
1.4 TFSI 150 S line ACT	E138000	565	388	50
VANTAGE 2dr coupé	Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆		
4.7 V8	E84995	420	299	-
AUDI				
A1 3dr hatch	Audi's answer to the Mini. Fun(ish) and refined	★★★★☆		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.0 TDI 218 Black Edition	E42720	215	127	35
3.0 TDI 218 quattro Black Edn	E44480	215	138	40
3.0 TDI 218 quattro S line	E42305	215	133	39
3.0 TDI 218 quattro SE	E39855	215	133	39
3.0 TDI 272 quattro Black Edn	E46040	268	138	42
4.0 TFSI 450 S6	E56000	429	211	44
2.0 TDI 190 Ultra SE	E31955	187	113	32
2.0 TDI 190 Ultra S line	E34405	187	114	33
2.0 TDI 190 Ultra Black Edn	E36580	187	119	33
3.0 TDI 218 SE	E38095	215	122	34
3.0 TDI 218 S line	E40545	215	122	35
3.0 TDI 272 quattro SE	E41415	268	133	41
3.0 TDI 272 quattro S line	E43865	268	133	41
3.0 TDI 320 quattro SE	E46125	316	159	43
A6 AVANT 5dr estate A capable stress buster. BitDi a giant killer. ★★★★★				
3.0 TDI 320 quattro Black Ed	E52860	316	169	44
3.0 TDI 320 quattro S line	E50575	316	164	43
3.0 TDI 218 Black Edition	E44720	215	130	35
3.0 TDI 218 quattro Black Edn	E46495	215	144	40
3.0 TDI 218 quattro S line	E43405	215	138	39
3.0 TDI 218 quattro SE	E41855	215	138	39
3.0 TDI 272 quattro Black Edn	E48055	268	144	42
4.0 TFSI 560 RS6	E77995	552	223	50
4.0 TFSI 450 S6	E58000	429	219	47
2.0 TDI 190 Ultra SE	E33955	187	118	32
2.0 TDI 190 Ultra S line	E36405	187	119	33
2.0 TDI 190 Ultra Black Edn	E38580	187	124	33
3.0 TDI 218 SE E40095 215 125 34				
3.0 TDI 218 S line	E42545	215	125	35
3.0 TDI 272 quattro SE	E43415	268	138	41
3.0 TDI 272 quattro S line	E45865	268	138	42
3.0 TDI 320 quattro SE	E48125	316	164	43
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more pricey. ★★★★★				
3.0 TDI 204 quattro	E43810	201	159	31
3.0 TDI 245 quattro	E45350	241	165	36
3.0 TDI 313 quattro	E50115	308	176	41
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and power. ★★★★★				
3.0 TFSI 333 quattro S line	E53000	328	176	44
3.0 TFSI 333 quattro Black Edn	E55350	328	176	44
3.0 TDI 218 Ultra SE Exec	E45875	215	122	37
3.0 TDI 218 Ultra S line	E48665	215	122	38
3.0 TDI 218 quattro SE Executi	E46430	215	136	41
3.0 TDI 218 quattro S line	E50425	215	136	41
3.0 TDI 218 quattro Black Edn	E52775	215	136	42
3.0 TDI 272 quattro SE Executi	E50215	268	136	43
3.0 TDI 272 quattro S line	E53005	268	136	43
3.0 TDI 272 quattro Black Edn	E55355	268	136	44
3.0 TDI 320 quattro S line	E56575	316	162	45
3.0 TDI 320 quattro Black Edn	E58925	316	162	45
A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	E62185	247	155	46
2.0 TFSI 245 Hybrid	E64280	208	144	42
2.0 TFSI 245 Hybrid L	E68245	208	146	43
3.0 TFSI 310 quattro SE Exec	E64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	E67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	E71660	429	216	49
4.0 TFSI 435 quattro Sport Exe	E79760	429	216	49
4.0 TFSI 520 S8	E80690	515	225	49
6.3 W12 500 quattro L	E98100	493	264	50
3.0 TDI 258 quattro SE	E59580	254	155	46
3.0 TDI 258 quattro SE L	E63545	254	158	46
3.0 TDI 258 quattro SE Exec L	E66150	247	158	46
3.0 TDI 258 quattro Sport Exec	E65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	E69750	254	158	47
4.2 TDI 385 quattro SE Exec	E72790	380	194	50
4.2 TDI 385 quattro SE Ex L	E76755	346	197	50
4.2 TDI 385 quattro Sport Exec	E76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	E80355	380	197	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 S line	E26625	138	137	20
1.4 TFSI 150 SE	E23875	138	137	20
2.0 TDI 140 quattro S line	E32145	138	149	19
2.0 TDI 140 quattro S line	E29795	138	149	18
2.0 TDI 140 quattro SE	E27045	138	149	18
2.0 TDI 177 quattro S line	E33085	175	148	21
2.0 TDI 177 S line	E29305	168	144	24
2.0 TDI 177 SE	E26555	168	144	23
2.0 TFSI 170 quattro S line	E31840	168	174	24
2.0 TFSI 211 quattro S line	E34765	208	179	28
2.0 TFSI 170 quattro SE	E29490	168	174	20
2.0 TFSI 170 quattro S line	E29665	208	179	25
2.0 TFSI 211 quattro S line	E32415	208	179	25
2.5 TFSI RS	E43015	306	206	37
2.0 TDI 140 SE	E25600	138	137	18
2.0 TDI 140 S line	E28350	138	137	18
2.0 TDI 177 quattro SE	E27985	175	148	21
2.0 TDI 177 quattro S line	E30735	175	148	21
Q5 5dr 4x4 Exceptionally good handling for an SUV, but very compromised ride. ★★★★★				
2.0 TFSI 180 quattro S line PI	E36270	178	174	29
2.0 TFSI 180 quattro SE	E31370	178	174	28
2.0 TFSI 180 quattro S line	E33770	178	174	29
2.0 TFSI 225 quattro SE	E32720	222	174	29
2.0 TFSI 225 quattro S line	E35120	222	174	29
2.0 TFSI 225 q'tro S line Plus	E37620	222	174	30
2.0 TDI 150 quattro SE	E31635	148	154	21
2.0 TDI 150 quattro S line	E34035	148	154	21
2.0 TDI 150 quattro S line Plu	E36535	148	154	22
2.0 TDI 177 quattro SE	E32610	175	154	24
2.0 TDI 177 quattro S line	E35010	175	154	25
2.0 TDI 177 q'tro S line Plus	E37510	175	154	25
3.0 TDI 245 quattro SE	E38370	241	169	33
3.0 TDI 245 quattro S line	E40770	241	169	34
3.0 TDI 245 q'tro S line Plus	E43270	241	169	34
3.0 TDI 313 S05	E44715	309	179	41
Q7 5dr 4x4 Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better. ★★★★★				
3.0 TDI 204 S line Plus	E51155	201	189	37
3.0 TDI 245 S line Plus	E52585	237	195	41
3.0 TDI 245 S line Sport Editi	E55585	237	195	41
3.0 TDI 245 S line Style Editi	E54085	237	195	41
4.2 TDI 340 S line	E62220	335	242	47
4.2 TDI 340 S line Sport Editi	E65220	335	242	47
4.2 TDI 340 S line Style Editi	E67320	335	242	47
3.0 TDI 204 SE	E43895	201	189	35
3.0 TDI 204 S line	E46555	237	189	36
3.0 TDI 245 S line	E48085	237	195	40
4.2 TDI 340 S line	E57720	335	242	45
TT 2dr coupé TT finds its mojo at last. Drive experience now an equal to the obvious prestige. ★★★★★				
2.0 TFSI Sport	E29860	228	137	-
2.0 TFSI Sport quattro	E32785	228	149	-
2.0 TFSI S line	E32410	228	137	-
2.0 TFSI S line quattro	E33335	228	149	-
2.0 TDI ultra Sport	E29770	181	110	-
2.0 TDI ultra S line	E33230	181	110	-
TT ROADSTER 2dr open Heavier and wobbler, but still as competent as they come. ★★★★★				
2.0 TDI ultra 184 S line	E34505	181	114	36
2.0 TDI ultra 184 Sport	E31955	181	114	35
2.0 TFSI 230 quattro S line	E37555	228	154	39
2.0 TFSI 230 quattro Sport	E35005	228	154	38
2.0 TFSI 230 S line	E34595	228	140	38
2.0 TFSI 230 Sport	E32045	228	140	37
R8 2dr coupé Usable, but no less involving and dramatic for it. V10 is brutal. ★★★★★				
4.2 FSI 430 V8	E93735	424	332	50
5.2 FSI 525 V10	E114835	518	346	50
5.2 FSI 550 V10 Plus	E126835	543	346	50
R8 SPYDER 2dr open Great noise, and loses little of the coupe's poise. ★★★★★				
4.2 FSI 430 V8	E102385	424	337	50
5.2 FSI 525 V10	E123485	518	349	50
BAC				
MONO 2dr open An F-22 Raptor for the road. Only better built. ★★★★★				
Mono 2.3	E111168	280	-	-
BENTLEY				
CONTINENTAL GT 2dr coupé A brilliant Audi V8-inspired reboot. ★★★★★				
6.0 W12 GT Speed	E151100	616	338	50
4.0 V8	E123850	500	246	50
4.0 V8 S	E139000	521	246	50
6.0 W12	E136710	567	385	50
CONTINENTAL GT CONVERTIBLE 2dr open A brilliant Audi V8-inspired reboot. ★★★★★				
4.0 V8	E136250	500	254	50
4.0 V8 S	E152900	521	254	50
6.0 W12 Speed	E167900	616	347	50
MULSANNÉ 4dr saloon Effortless and graceful. Great driving position. ★★★★★				
6.75 V8	E224700	506	393	-
FLYING SPUR 4dr saloon A genuine luxury saloon. Superb inside. As it should be. ★★★★★				
4.0 V8	E136000	500	254	50
6.0 W12	E140900	616	343	50
6.0 W12 Mulliner	E150220	616	343	50
BMW				
13 5dr hatch Superb really, but pricey and not free from the usual electric car practicality issues. ★★★★★				
13i EV	E30980	168	0	21
13i EV Range Extender	E34130	168	13	21
1 SERIES 3dr hatch Measures up on space and comfort now. Still no 3 Series. ★★★★★				
118i M Sport	E24390	215	137	22
114i ES	E17775	101	127	12
114i SE	E18345	101	127	12
114i Sport	E19475	101	132	13
116i SE	E19895	134	125	17
116i Sport	E21025	134	131	18
116i M Sport	E22470	134	131	18
116i Urban	E21025	134	131	18
118i SE	E21945	134	132	22
118i Sport	E22945	134	137	22
125i M Sport	E26025	215	154	30
M135i	E30845	315	188	39
114d ES	E19410	94	109	14
114d SE	E19980	94	109	14
114d Sport	E20980	94	112	15
116d SE	E20830	114	109	15
116d Sport	E21830	114	114	16
116d M Sport	E23275	114	114	16
116d Urban	E21830	114	114	16
116d EfficientDynamics	E20930	114	99	15
118d SE	E21975	141	109	19
118d Sport	E22975	141	115	20
118d M Sport	E24220	141	115	20
118d Urban	E22975	141	115	20
120d SE	E23425	181	114	24
120d Sport	E24425	181	119	24
120d M Sport	E25870	181	119	24
125d M Sport	E27765	215	128	31
1 SERIES 5dr hatch Measures up on space and comfort now. Still no 3 Series. ★★★★★				
116d EfficientDynamics Business	E22760	114	99	15
120d xDrive M Sport	E27900	181	126	24
120d xDrive Sport	E26455	181	126	24
114i ES	E18305	101	127	12
114i SE	E18875	101	127	12
114i Sport	E20005	101	132	13
116i SE	E20425	134	125	17
116i Sport	E21555	134	131	18
120d SE	E23000	134	131	18
120d xDrive M Sport	E21555	134	131	18
120d xDrive Sport	E22475	168	132	22
118i Sport	E23475	168	137	22
118i M Sport	E24920	168	137	22
125i M Sport	E26555	215	154	30
M135i	E31375	315	188	39
114d ES	E19940	94	109	14
114d SE	E20510	94	109	14
114d Sport	E21510	94	112	15
116d SE	E21360	114	109	15
116d Sport	E22360	114	114	16
116d M Sport	E23805	114	114	16
116d EfficientDynamics	E21360	114	99	15
118d SE	E22505	141	109	19
118d Sport	E23505	141	115	20
118d M Sport	E24950	141	115	20
118d Urban	E21150	141	115	20
120d SE	E23955	181	114	24
120d xDrive SE	E25455	181	123	23</

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
320i M Sport	£30905	181 152 31		
328i Luxury	£34305	242 159 36		
328i M Sport	£34105	242 159 36		
316d ES	£27575	114 123 20		
316d SE	£28425	114 123 20		
316d Sport	£28725	114 123 20		
318d SE	£29675	141 123 24		
318d Sport	£29975	141 123 24		
318d Luxury	£31275	141 123 25		
318d M Sport	£31975	141 123 25		
320d SE	£30775	181 125 31		
320d Luxury	£33275	181 125 32		
320d M Sport	£33075	181 125 32		
320d xDrive Sport	£32705	181 133 30		
320d xDrive Luxury	£34905	181 133 31		
320d xDrive M Sport	£34705	181 133 31		
330d SE	£36105	255 135 38		
330d Luxury	£38605	255 135 38		
330d M Sport	£38405	255 135 38		
330d xDrive Luxury	£40120	255 142 41		
330d xDrive M Sport	£39920	255 142 41		
3 SERIES GT 5dr hatch Hatchback practically meets 3-Series talent. Duller but decent. ★★★★★				
318d M Sport	£33525	141 122 25		
318d SE	£31275	141 119 24		
320i M Sport	£32155	181 156 31		
320i SE	£29905	181 153 31		
320i xDrive Luxury	£33405	181 164 31		
320i xDrive M Sport	£33765	181 167 31		
320i xDrive SE	£31405	181 164 31		
320i xDrive Sport	£32405	181 164 31		
328i SE	£33105	242 156 35		
330d xDrive M Sport	£41470	258 143 43		
330i SE	£30905	181 153 31		
320i Luxury	£31905	181 153 31		
328i Sport	£34105	242 156 36		
328i Luxury	£35105	242 156 36		
328i M Sport	£35355	242 156 36		
335i Luxury	£40560	302 188 38		
335i M Sport	£40810	302 189 38		
318d Sport	£32275	141 119 24		
318d Luxury	£33275	141 119 24		
320d SE	£32375	181 129 30		
320d Sport	£33375	181 129 30		
320d Luxury	£34375	181 129 30		
320d M Sport	£34755	181 131 30		
325d SE	£34305	215 134 34		
325d Luxury	£36305	215 134 34		
325d M Sport	£36555	215 137 34		
330d SE	£37705	258 135 35		
330d Luxury	£39705	258 135 35		
330d M Sport	£39955	258 136 40		
330d xDrive SE	£39220	258 142 40		
330d xDrive Luxury	£41220	258 142 40		
335d xDrive Luxury	£44120	313 148 42		
335d xDrive M Sport	£44370	313 149 42		
4 SERIES 2dr coupé More talented GT than brilliant B-road sterer. Very comely though. ★★★★★				
420i M Sport	£40945	255 132 40		
420i SE	£30125	181 144 30		
420i Sport	£31625	181 144 30		
420i Luxury	£32625	181 144 30		
420i M Sport	£33125	181 147 30		
420i xDrive SE	£31660	181 159 30		
420i xDrive Sport	£33160	181 159 30		
420i xDrive Luxury	£34160	181 159 31		
420i xDrive M Sport	£34660	181 162 31		
428i SE	£33520	242 154 33		
428i Sport	£35020	242 154 33		
428i Luxury	£36020	242 154 34		
428i M Sport	£36520	242 156 34		
435i Luxury	£41725	302 185 36		
435i M Sport	£42365	302 189 36		
M4	£57050	425 204 42		
420d SE	£32495	181 124 29		
420d Sport	£33995	181 124 30		
420d Luxury	£34995	181 124 30		
420d xDrive SE	£33995	181 129 30		
420d xDrive Sport	£34995	181 129 30		
420d xDrive Luxury	£37125	181 133 30		
420d xDrive M Sport	£40445	255 134 39		
430d M Sport	£40945	255 138 40		
430d xDrive Luxury	£41945	255 140 39		
430d xDrive M Sport	£42460	255 144 39		
435d xDrive M Sport	£45245	308 146 41		
435d M Sport	£45745	308 149 41		
5 SERIES 4dr saloon No longer a handling benchmark. Superb interior. ★★★★★				
530d Luxury	£44255	241 139 43		
530i M Sport	£44740	302 179 42		
520i SE	£33130	181 149 36		
520i Luxury	£35965	181 154 37		
520i M Sport	£35965	181 159 37		
528i SE	£36695	242 142 40		
528i Luxury	£39495	242 147 41		
528i M Sport	£39530	242 152 41		
535i Luxury	£44685	302 174 42		
550i Luxury	£57610	402 199 46		
550i M Sport	£57910	402 206 46		
ActiveHybrid 5 SE	£47790	335 149 44		
ActiveHybrid 5 M Sport	£48825	335 159 44		
4.4 V8 M5	£73660	552 232 48		
518d SE	£30865	141 114 30		
518d Luxury	£33665	141 119 31		
520d SE	£33665	141 124 31		
520d M Sport	£32365	181 114 33		
520d Luxury	£35165	181 119 34		
520d M Sport	£35165	181 124 34		
525d SE	£36980	215 129 39		
525d Luxury	£39910	215 134 40		
525d M Sport	£39910	215 134 40		
530d SE	£41455	241 134 43		
530d M Sport	£44270	241 144 43		
535d Luxury	£48920	308 143 43		
535d M Sport	£48920	308 148 45		
5 SERIES TOURING 5dr estate Great overall package. 520d the best. ★★★★★				
518d M Sport	£35865	141 127 31		
530d Luxury	£46470	241 144 43		
535d Luxury	£51120	308 149 45		
535i M Sport	£46940	302 179 42		
520i SE	£35365	181 157 36		
520i M Sport	£38165	181 162 37		
528i SE	£38895	242 149 40		
528i M Sport	£41730	242 154 41		
518d SE	£33065	141 122 30		
518d Luxury	£35865	141 127 31		
520d SE	£34565	181 122 33		
520d M Sport	£37365	181 127 34		
520d M Sport	£37365	181 127 34		
525d SE	£39310	215 136 39		
525d M Sport	£42125	215 141 40		
530d SE	£43655	241 139 43		
530d M Sport	£46470	241 144 43		
535d M Sport	£51120	308 149 45		
5 SERIES GT 5dr hatch Fine cabin, but only seats four. Poor ride and steering. ★★★★★				
530d SE	£46965	241 153 43		
535i M Sport	£49460	302 192 44		
550i M Sport	£50260	302 192 44		
550i SE	£59510	402 214 46		
550i M Sport	£60460	402 214 46		
520d SE	£38045	181 144 33		
520d M Sport	£40845	181 144 34		
520d M Sport	£40845	181 144 34		
530d M Sport	£49665	241 153 44		
530d M Sport	£49765	241 153 44		
535d M Sport	£51885	259 154 46		
535d M Sport	£52685	259 154 46		
6 SERIES GRAN COUPE 4dr saloon Back door provides a brilliant visual coup. ★★★★★				
640i SE	£62375	315 181 47		
640i M Sport	£67040	315 183 48		
650i M Sport	£76150	444 206 50		
640d SE	£98145	552 232 50		
640d M Sport	£64875	309 148 48		
640d SE	£69540	309 149 49		
6 SERIES 2dr coupé Great engines and interior. More GT than sports car. ★★★★★				
640i SE	£66030	315 179 47		
640i M Sport	£66295	315 181 47		
650i M Sport	£73470	402 206 49		
640d SE	£94625	552 232 50		
640d M Sport	£63130	309 148 48		
640d SE	£67795	309 145 48		
6 SERIES CONVERTIBLE 2dr open Great engines and interior. More GT than sports car. ★★★★★				
650i M Sport	£79345	402 214 50		
640i SE	£66760	315 183 50		
640i M Sport	£71175	315 185 50		
640d SE	£99825	552 239 50		
640d M Sport	£69260	309 148 50		
640d SE	£73675	309 149 50		
7 SERIES 4dr saloon Refined and spacious, but bland. 760 gets sublime V12. ★★★★★				
ActiveHybrid 7 M Sport	£71475	459 158 48		
740i SE	£61675	316 184 46		
740i M Sport	£64675	316 184 46		
740i M Sport	£66950	316 184 46		
740i M Sport	£66950	316 184 47		
750i SE	£71515	443 199 48		
750i M Sport	£76790	443 199 49		
760i M Sport	£102015	537 314 50		
730d SE	£58275	255 148 45		
730d M Sport	£61375	255 148 46		
730d M Sport	£63550	255 148 46		
740d SE	£66650	255 148 47		
740d M Sport	£66465	259 149 47		
ActiveHybrid 7 SE	£70740	309 149 47		
ActiveHybrid 7 SE	£66200	459 158 47		
ActiveHybrid 7L SE	£69300	459 158 48		
ActiveHybrid 7L M Sport	£74575	459 158 48		
X1 5dr 4x4 Odd SUV best as rear-wheel drive. Good drive, poor cabin finish. ★★★★★				
xDrive 25d xLine	£32540	215 154 26		
xDrive 20i SE	£27280	181 176 28		
xDrive 20i Sport	£28280	181 176 28		
xDrive 20i xLine	£29280	181 179 28		
xDrive 20i M Sport	£30280	181 179 28		
xDrive 16d SE	£24230	114 128 18		
xDrive 18d SE	£25330	141 128 22		
dDrive 18d Sport sDrive 18d M Sport xDrive 18d SE xDrive 18d M Sport xDrive 18d xLine xDrive 18d M Sport sDrive 20d Efficient Dynamics sDrive 20d Eff. Dyn. Business sDrive 20d SE sDrive 20d M Sport sDrive 20d M Sport xDrive 20d SE xDrive 20d xLine xDrive 20d M Sport xDrive 25d M Sport X3 5dr 4x4 New X3 has an appealingly organic drive and practical body. ★★★★★				
sDrive 18d Sport	£26330	141 128 22		
sDrive 18d M Sport	£28330	141 128 22		
xDrive 18d SE	£26830	141 144 22		
xDrive 18d M Sport	£27830	141 144 22		
xDrive 18d xLine	£28830	141 144 22		
xDrive 18d M Sport	£29830	141 144 22		
sDrive 20d Efficient Dynamics	£26760	161 119 24		
sDrive 20d Eff. Dyn. Business	£28160	181 119 24		
sDrive 20d SE	£26760	181 129 24		
sDrive 20d M Sport	£27760	181 129 25		
sDrive 20d M Sport	£29760	181 129 25		
xDrive 20d SE	£28260	181 145 24		
xDrive 20d xLine	£29260	181 145 25		
xDrive 20d M Sport	£31260	181 145 25		
xDrive 25d M Sport	£33540	215 154 27		
X3 5dr 4x4 New X3 has an appealingly organic drive and practical body. ★★★★★				
sDrive 18d SE	£31295	141 131 26		
sDrive 20d SE	£32295	181 143 30		
xDrive 20d M Sport	£36295	181 143 31		
xDrive 20d xLine	£			

AUTOCAR TOP FIVES

Pocket rockets



1 Ford Fiesta ST From £17,000
Given the long wait, this could have been a huge anti-climax. It isn't. Firm ride aside, it's brilliant. And cheap. ★★★★★



2 Mini Cooper S From £19,000
Came a hair's breadth from topping the ST. Arguably the more well-rounded option but not quite as much fun. ★★★★★



3 Audi S1 From £25,000
Outright speed ensures the S1 grades highly; huge expense kept it third. Dependably good rather than great. ★★★★★



4 Peugeot 208 GTI From £19,000
Easy to live with, easy to enjoy and quick in a straight line, the 208 is the best GTI Peugeot has built in a decade. ★★★★★



5 Volkswagen Polo GTI From £19,000
New powertrain makes the Polo a contender. Short on frenzy, but its usability is second to none. ★★★★★

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
DACIA				
SANDERO 5dr hatch A clever budget prospect. But its limitations are unavoidable. ★★★★★				
0.9 Tce Ambiance	£7595	89 116 6		
0.9 Tce Laureate	£8795	89 116 7		
0.9 Tce Stepway Ambiance	£8395	89 124 7		
0.9 Tce Stepway Laureate	£9995	89 124 8		
1.2 Access	£5995	74 135 2		
1.2 Ambiance	£6795	74 135 2		
1.2 Laureate	£7995	74 135 2		
1.5 dCi Ambiance	£8595	89 99 8		
1.5 dCi Laureate	£9795	89 99 10		
1.5 dCi Stepway Ambiance	£9395	89 105 10		
1.5 dCi Stepway Laureate	£10995	89 105 11		
LOGAN MCV 5dr estate Lacks its stablemates' charm. Certainly retains the cheap. ★★★★★				
0.9 Ambiance	£8595	89 116 9		
0.9 Laureate	£9795	89 116 11		
1.2 Access	£6995	74 135 4		
1.2 Ambiance	£7795	74 135 4		
1.2 Laureate	£8995	74 135 5		
1.5 dCi Ambiance	£9595	84 99 11		
1.5 dCi Laureate	£10795	84 99 12		
DUSTER 5dr 4x4 Cheap, but cheerfully robust. Surprisingly convincing presence. ★★★★★				
1.6 16v 105 Access 2WD	£9495	103 165 6		
1.6 16v 105 Access 4WD	£11495	103 185 5		
1.5 dCi 110 Ambiance 2WD	£11995	106 130 10		
1.5 dCi 110 Ambiance 4WD	£13995	107 135 10		
1.5 dCi 110 Laureate 2WD	£13495	106 130 11		
1.5 dCi 110 Laureate 4WD	£15495	107 135 10		
FERRARI				
F12 2dr coupé Proper V12 Ferrari with serious exclusivity and appeal. ★★★★★				
6.3 V12	£239352	730 350 50		
FF 2dr coupé Four-door Ferrari estate has appeal but lacks classic DNA. ★★★★★				
6.3 V12	£227077	651 360 50		
CALIFORNIA 2dr open Sleek, comfortable and fast. A real improvement. ★★★★★				
4.3 V8	£152086	483 270 50		
3.9 V8 T	£154490	552 250 50		
458 2dr coupé The complete supercar. Calm ride, explosive performance. ★★★★★				
4.5 V8 Italia	£178461	570 307 50		
458 SPIDER 2dr open The complete supercar. Minus roof. A world-class head turner. ★★★★★				
4.5 V8	£198906	570 275 50		
FIAT				
PANDA 5dr hatch Cheap, practical and very nearly spot on. ★★★★★				
0.9 TwinAir 85 4x4 Antartica	£14995	84 105 6		
0.9 TwinAir 85 Trekking	£12795	84 105 6		
1.3 MultiJet 75 4x4 Antartica	£15995	74 125 7		
0.9 TwinAir 85 Easy	£11095	84 99 7		
0.9 TwinAir 85 Lounge	£11595	84 99 7		
0.9 TwinAir 85 4x4	£14295	84 114 7		
1.2 Pop	£9095	68 120 3		
1.2 Easy	£9895	68 120 4		
1.2 Lounge	£10395	68 120 3		
1.3 MultiJet 75 Pop	£11295	74 104 7		
1.3 MultiJet 75 Easy	£12095	74 104 7		
1.3 MultiJet 75 Lounge	£12595	74 104 7		
1.3 MultiJet 75 Trekking	£13795	74 109 7		
1.3 MultiJet 75 4x4	£15295	74 125 7		
500 3dr hatch Super desirable, cute city car. Pleasant, if not involving, to drive. ★★★★★				
0.9 TwinAir 105 60	£15550	103 92 10		
0.9 TwinAir 105 Lounge	£13700	103 92 10		
0.9 TwinAir 105 S	£13850	103 92 10		
0.9 TwinAir 85 60	£15070	84 99 10		
1.2 Colour Therapy	£11220	68 113 9		
1.2 60	£13670	68 113 9		
1.3 MultiJet 60	£16070	84 92 10		
0.9 TwinAir 85 Lounge	£13220	84 92 10		
0.9 TwinAir 85 S	£13370	84 92 12		
0.9 TwinAir 85 Colour Therapy	£14220	84 99 10		
0.9 TwinAir Cult	£12470	84 99 10		
0.9 TwinAir 105 Cult	£15200	103 92 10		
1.2 Pop	£10420	68 113 5		
1.2 Lounge	£11820	68 113 6		
1.2 S	£11970	68 113 9		
1.2 Cult	£13320	68 113 9		
1.4 T-Jet Abarth	£14255	133 155 26		
1.3 MultiJet Lounge	£14220	94 97 15		
1.3 MultiJet S	£14370	94 97 14		
1.3 MultiJet Cult	£15720	94 97 14		
500 CONVERTIBLE 2dr open Desirable, cute city car. Cab a better drive than hatch. ★★★★★				
0.9 TwinAir 105 60	£18170	103 92 15		
0.9 TwinAir 105 Lounge S-S	£16500	103 92 15		
0.9 TwinAir 105 S	£16650	84 92 15		
0.9 TwinAir 85 Colour Therapy	£14970	84 92 15		
0.9 TwinAir 85 60	£17690	84 92 15		
0.9 TwinAir 85 S	£16170	84 92 15		
1.2 Colour Therapy	£13770	68 113 10		
1.2 60	£16490	68 113 10		
1.2 S	£14970	68 113 10		
1.3 MultiJet 60	£18890	94 97 18		
1.3 MultiJet S	£17370	94 97 18		
1.4 16v Turbo T-Jet Abarth	£16005	133 155 27		
0.9 TwinAir 85 Lounge S-S	£15900	84 92 15		
0.9 TwinAir 85 Cult	£16900	84 92 15		
0.9 TwinAir 105 Cult	£17500	103 92 15		
1.2 Pop S-S	£13420	68 113 9		
1.2 Lounge S-S	£14700	68 113 10		
1.2 Cult	£15700	68 113 10		
1.3 MultiJet Lounge	£17100	94 97 18		
1.3 MultiJet Cult	£18100	94 97 18		
500X 5dr hatch Familiar styling works rather well as a crossover. Drives okay, too. ★★★★★				
1.4 MultiAir 140 Pop Star	£17595	138 139 -		
1.4 MultiAir 140 Lounge	£19345	138 -		
1.4 MultiAir 140 Cross	£18595	138 -		
1.4 MultiAir 140 Cross Plus	£20345	138 -		
1.3 MultiJet 95 Pop Star	£18095	94 109 -		
1.6 MultiJet 120 Pop Star	£19095	118 -		
1.6 MultiJet 120 Lounge	£20845	118 -		
1.6 MultiJet 120 Cross	£20095	118 -		
1.6 MultiJet 120 Cross Plus	£21845	118 -		
2.0 MultiJet 140 Cross AWD	£24095	118 147 -		
2.0 MultiJet 140 Cross AWD	£25845	118 147 -		
500L 5dr mpv A costly option, but has the style to fill out some of its missing substance. ★★★★★				
1.4 95 Pop	£13040	94 145 10		
0.9 TwinAir Pop Star	£16690	103 112 11		
1.6 MultiJet 105 Lounge	£18090	103 112 11		
0.9 TwinAir Trekking	£18790	103 119 11		
1.4 95 Pop Star	£15200	94 145 10		
1.4 95 Lounge	£16600	94 145 10		
1.4 95 Trekking	£17300	94 149 8		
1.4 120 Pop Star	£17195	118 159 10		
1.4 120 Lounge	£18595	118 159 10		
1.4 120 Trekking	£19295	118 159 10		
1.3 MultiJet 85 Pop Star	£16690	83 110 8		
1.3 MultiJet 85 Lounge	£18090	83 110 9		
1.3 MultiJet 85 Trekking	£18790	83 114 7		
1.6 MultiJet 105 Pop Star	£17690	103 117 17		
1.6 MultiJet 105 Lounge	£19090	103 117 18		
1.6 MultiJet 105 Trekking	£19790	103 122 15		
1.6 MultiJet 120 Pop Star	£18190	118 120 17		
1.6 MultiJet 120 Lounge	£19590	118 120 17		
1.6 MultiJet 120 Trekking	£20290	118 120 17		
500L MPV 5dr mpv As above but with seven seats' flexibility in its more expensive format. ★★★★★				
1.6 MultiJet 120 Lounge 7st	£20330	118 117 17		
1.6 MultiJet 120 Pop Star 7st	£18830	118 117 17		
0.9 TwinAir 105 Pop Star 7st	£17330	103 112 11		
0.9 TwinAir 105 Lounge 7st	£18830	103 112 11		
1.4 95 Pop Star 5st	£15840	94 145 9		
1.4 95 Lounge 5st	£17340	94 145 9		
1.3 MultiJet 85 Pop Star 7st	£17330	83 110 8		
1.3 MultiJet 85 Lounge 7st	£18830	83 110 9		
1.6 MultiJet 105 Pop Star 7st	£18330	103 117 17		
1.6 MultiJet 105 Lounge 7st	£19830	103 117 17		
PUNTO 3dr hatch MultiAir tech improves appeal and economy. ★★★★★				
1.2 8v Easy	£11275	68 126 6		
1.2 8v GBT	£11775	68 126 6		
1.2 8v Pop	£10175	68 126 6		
1.3 85 MultiJet Easy	£13775	85 90 13		
1.4 8v Easy	£11685	76 132 8		
1.4 8v GBT	£12185	76 132 8		
1.3 85 MultiJet GBT	£14275	85 90 13		
PUNTO 5dr hatch MultiAir tech improves appeal and economy. ★★★★★				
1.2 8v Easy	£11875	68 126 6		
1.2 8v GBT	£12375	68 126 6		
1.2 8v Pop	£10775	68 126 6		
1.4 8v Easy	£12285	76 132 8		
1.4 8v GBT	£12785	76 132 8		
1.3 85 MultiJet Easy	£14375	85 90 13		
1.3 85 MultiJet GBT	£14875	85 90 13		
FORD				
KA 3dr hatch An agile drive and energetic petrol engine. Wooden ride. ★★★★★				
1.2 Grand Prix III	£11445	68 115 5		
1.2 Studio Connect	£9445	68 115 3		
1.2 Studio	£8945	68 115 3		
1.2 Edge	£9945	68 115 3		
1.2 Zetec	£10695	68 115 3		
1.2 Titanium	£11195	68 115 3		
1.2 Metal	£11445	68 115 5		
B-MAX 5dr mpv Fiesta dynamics and sliding door access make the B-Max a cut above. ★★★★★				
1.0 EcoBoost 100 Zetec	£15495	99 119 9		
1.0 EcoBoost 100 Titanium	£16695	99 119 10		
1.0 EcoBoost 125 Zetec S-S	£16095	118 99 13		
1.0 EcoBoost 125 Titanium S-S	£17295	118 99 13		
1.0 EcoBoost 125 Titanium X	£18495	118 99 13		
1.4 90 Studio	£13095	89 139 7		
1.4 90 Zetec	£14895	89 139 8		
1.6 105 Zetec Powershift	£16595	103 149 10		
1.6 105 Titanium Powershift	£17795	103 149 11		
1.5 TDCi 75 Zetec	£16295	74 109 8		
1.6 TDCi 95 Zetec	£16795	94 104 10		
1.6 TDCi 95 Titanium	£17995	94 104 11		
FIESTA 3dr hatch Stylish and wonderfully engaging. The best supermini. ★★★★★				
1.6 105 Zetec Powershift	£14845	103 138 12		
1.0 80 Zetec S-S	£13595	79 99 6		
1.0 80 Titanium S-S	£14595	79 99 7		
1.0 EcoBoost Zetec S-S	£14095	99 99 11		
1.0 EcoBoost Titanium S-S	£15095	99 99 11		
1.0 EcoBoost Titanium X S-S	£16295	99 99 11		
1.0 EcoBoost Titanium X S-S	£15595	123 99 15		
1.0 EcoBoost Titanium X S-S	£16795	123 99 16		
1.0 EcoBoost Zetec S-S	£15645	123 99 15		
1.25 60 Studio	£10145	59 120 3		
1.25 60 Style	£11845	59 120 4		
1.25 82 Style	£12345	80 120 7		
1.25 82 Zetec	£13095	80 120 7		
1.6 105 Titanium Powershift	£15845	103 138 12		
1.6 EcoBoost ST2	£17395	180 138 30		
1.6 EcoBoost ST3	£18395	180 138 30		
1.5 TDCi 75 Style	£13845	74 98 8		
1.5 TDCi 75 Zetec	£14595	74 98 9		
1.5 TDCi 75 Titanium	£15595	74 98 9		
1.6 TDCi 95 Style ECONetic S-S	£14945	94 87 11		
1.6 TDCi 95 Zetec ECONetic S-S	£14945	94 87 12		
1.6 TDCi 95 Zetec S	£16145	94 95 12		
1.6 TDCi 95 Titanium ECONetic	£16495	94 87 12		
1.6 TDCi 95 Titanium X	£17295	94 95 13		
FIESTA 5dr hatch Stylish and wonderfully engaging. The best supermini. ★★★★★				
1.25 82 Style	£12945	80 120 7		
1.6 105 Titanium Powershift	£16445	103 138 12		
1.6 105 Zetec Powershift	£16445	103 138 12		
1.0 80 Zetec S-S	£14195	79 99 6		
1.0 80 Titanium S-S	£15195	79 99 7		
1.0 EcoBoost Zetec S-S	£14695	99 99 11		
1.0 EcoBoost Titanium S-S	£15695	99 99 11		
1.0 EcoBoost Titanium X S-S	£16895	99 99 11		
1.0 EcoBoost Titanium X S-S	£16195	123 99 15		
1.0 EcoBoost Titanium X S-S	£17395	123 99 16		
1.25 60 Style	£12445	59 120 4		
1.25 82 Zetec	£13695	80 120 7		
1.5 TDCi 75 Style	£14445	74 98 8		
1.5 TDCi 75 Zetec	£15195	74 98 9		
1.5 TDCi 75 Titanium	£16195	74 98 9		
1.6 TDCi 95 Style ECONetic S-S	£15545	94 87 11		

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1.5T 150 Ecoboost Titanium X	£25395	148	143	20
1.6T 150 Ecoboost Titanium X	£26260	148	154	21
1.6T 150 Ecoboost Titan X ZWD	£25400	148	154	22
1.5T 150 Titanium X Sport	£28345	148	143	20
1.6T 182 Ecoboost Zetec	£25160	180	179	21
1.5T 182 Ecoboost Zetec AWD	£25160	180	179	21
1.6T 182 Ecoboost Titanium	£26810	180	179	22
1.5T 182 Ecoboost Titanium AWD	£26795	180	179	22
1.6T 182 Ecoboost Titanium X	£29560	180	179	23
1.5T 182 Ecoboost Titanium X A	£29545	180	171	21
1.5T 182 Ecoboost Titanium X Sport	£32495	180	171	21
2.0 TDCi 140 Zetec ZWD	£22400	138	139	20
2.0 TDCi 150 Zetec ZWD	£22695	148	122	20
2.0 TDCi 140 Zetec	£23900	138	154	21
2.0 TDCi 140 Titanium ZWD	£24050	138	139	21
2.0 TDCi 150 Titanium ZWD	£24345	148	122	21
2.0 TDCi 150 Titanium X ZWD	£26800	138	139	22
2.0 TDCi 150 Titanium X Sport	£27095	148	122	22
2.0 TDCi 150 Titanium X AWD	£30045	148	122	22
2.0 TDCi 163 Titanium	£26500	138	154	22
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 163 Titanium X	£28800	138	154	24
2.0 TDCi 163 Titanium X AWD	£26345	148	135	24
2.0 TDCi 180 Titanium AWD	£26345	178	135	24
2.0 TDCi 180 Titanium X AWD	£29095	178	135	24
C-MAX 5dr mpv As fun to drive as it is easy to live with				
1.0T 100 Ecoboost Zetec S-S	£18150	99	117	10
1.0T 125 Ecoboost Zetec S-S	£18650	123	117	10
1.0T 100 Ecoboost Titanium S-S	£19650	99	117	10
1.0T 125 Ecoboost Titanium S-S	£20150	123	117	10
1.0T 125 Ecoboost Titanium X S-S	£21250	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6T 150 Ecoboost Titanium S-S	£20855	148	144	19
1.6T 182 Ecoboost Titanium S-S	£23605	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium	£27175	138	129	20
2.0 TDCi 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater				
1.0T 100 Ecoboost Zetec S-S	£19745	99	119	10
1.0T 125 Ecoboost Zetec S-S	£20245	123	119	10
1.0T 100 Ecoboost Titanium S-S	£21045	99	119	10
1.0T 125 Ecoboost Titanium S-S	£21545	123	119	10
1.0T 125 Ecoboost Titanium X S-S	£23545	99	119	14
1.6T 150 Ecoboost Titanium S-S	£22250	148	149	19
1.6T 182 Ecoboost Titanium X S-S	£22950	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. A benchmark				
1.6T 160 Ecoboost Zetec S-S	£23310	158	159	18
1.6 160 Eco Tium S-S	£25060	158	159	19
2.0 203 Ecoboost Titanium auto	£26735	200	189	22
2.0 240 Tlt. X Sp. Au	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	17
1.6 TDCi 115 Eco Tium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	18
2.0 TDCi 163 Titanium	£26645	161	139	19
2.0 TDCi 163 Tlt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Tlt. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seat MPV. Easy to place on the road. Not cheap				
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6 160 Ecoboost Zetec S-S	£25670	158	167	18
1.6 160 Eco Tium S-S	£27570	158	167	18
1.6 160 Eco Tium X S-S	£30070	158	167	18
2.0 203 Ecoboost Titanium auto	£29235	200	189	24
2.0 203 Ecoboost Titan X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£26460	114	139	16
1.6 TDCi 115 Eco Tium S-S	£28360	114	139	17
1.6 TDCi 115 Eco Tlt. X S-S	£30860	114	139	18
2.0 TDCi 140 Zetec	£26645	138	139	20
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	22
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
GINETTA				
G40 2dr coupé Road-legal race car with stripped-out cockpit to spare				
R	£29950	175	181	-
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini				
1.2 i-VTEC SE	£13395	98	123	14
1.4 i-VTEC SE-T	£14390	98	123	14
1.4 i-VTEC ES Plus	£14895	98	129	19
1.4 i-VTEC ES Plus-T	£15890	98	129	19
1.4 i-VTEC Si-T	£15990	98	129	16
1.2 i-VTEC S	£11695	98	123	13
1.2 i-VTEC S A-C	£12545	98	123	13
1.2 i-VTEC S-T	£12690	98	123	13
1.2 i-VTEC S-T A-C	£13540	98	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HX	£19250	97	104	16
1.3 iMA Hybrid HX-T	£20245	97	104	17
1.4 i-VTEC EX	£15995	98	129	16
1.4 i-VTEC EXL	£17195	98	129	16
1.4 i-VTEC EX-T	£16990	98	129	16
1.4 i-VTEC EXL-T	£18190	98	129	16
1.4 i-VTEC Si	£14995	98	129	16
CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hindrance				
1.4 i-VTEC S	£15975	98	129	5
1.4 i-VTEC S-Nav	£16815	98	129	5
1.6 i-VTEC EX Plus	£25140	118	94	15
1.6 i-VTEC S	£18755	118	94	15
1.6 i-VTEC SE Plus	£20570	118	94	15
1.6 i-VTEC SE Plus-Nav	£21180	118	94	15
1.6 i-VTEC S-Nav	£19365	118	94	15
1.6 i-VTEC SR	£23140	118	94	16
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC S	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	99	145	14
1.8 i-VTEC SE Plus-Nav	£20175	99	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-VTEC Sport	£20820	118	98	15
1.6 i-VTEC Sport-Nav	£21430	118	98	15
CIVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard				
1.6 i-VTEC S	£26140	118	103	16
1.6 i-VTEC S	£19755	118	99	15
1.6 i-VTEC SE Plus	£21570	118	99	15
1.6 i-VTEC SE Plus-Nav	£22180	118	99	15
1.6 i-VTEC SR	£24340	118	103	16
1.6 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£21175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27885	198	199	26
2.4 i-VTEC EX ADAS	£30285	198	199	27
2.2 i-VTEC 150 ES	£25400	148	138	24
2.2 i-VTEC 150 ES GT	£26320	148	138	24
2.2 i-VTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-VTEC 150 EX	£28795	148	141	25
2.2 i-VTEC 150 EX ADAS	£31195	148	141	26
2.2 i-VTEC 180 Type S	£31435	177	147	28
2.2 i-VTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29545	198	201	26
2.4 i-VTEC EX ADAS	£31945	198	201	27
2.2 i-VTEC 150 ES	£26895	148	143	24
2.2 i-VTEC 150 ES GT	£27870	148	143	24
2.2 i-VTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-VTEC 150 EX	£30330	148	146	25
2.2 i-VTEC 150 EX ADAS	£32730	148	146	26
2.2 i-VTEC 180 Type S	£32925	177	150	28
2.2 i-VTEC 180 Type S ADAS	£35175	177	150	29
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition				
1.6 i-VTEC 120 SE-Nav ZWD	£26740	118	115	22
1.6 i-VTEC 120 SE-Nav ZWD	£24300	118	115	23
1.6 i-VTEC 120 SR ZWD	£28495	118	119	23
2.0 i-VTEC S ZWD	£22340	154	168	22
2.0 i-VTEC S-Nav ZWD	£23240	154	168	22
2.0 i-VTEC SE ZWD	£24510	154	168	22
2.0 i-VTEC SE-Nav ZWD	£25680	154	168	22
2.0 i-VTEC SE	£25610	154	173	22
2.0 i-VTEC SE-Nav	£26780	154	173	22
2.0 i-VTEC SR	£28590	154	177	23
2.0 i-VTEC EX	£30435	154	177	23
2.0 i-VTEC EX	£23400	118	115	22
1.6 i-VTEC 120 S ZWD	£25570	118	115	22
1.6 i-VTEC 160 SE	£27570	158	129	26
1.6 i-VTEC 160 SE-Nav	£28740	158	129	26
1.6 i-VTEC 160 SR	£30625	158	133	27
1.6 i-VTEC 160 EX	£32470	158	133	27
HYUNDAI				
i10 5dr hatch Second gen i10 still close to the best.				
Mature drive, spacious cabin, low price				
1.0 S	£8595	65	108	1
1.0 S Air	£9260	65	108	1
1.0 SE	£9610	65	108	1
1.0 SE Blue Drive	£9910	65	98	1
1.0 Premium	£10310	65	108	1
1.2 SE	£10110	86	114	4
1.2 Premium	£10810	86	114	4
i20 5dr hatch Very good value hatch. Fun byproduct: practically mostly spot on				
1.2 75 S	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	84	6
1.4 CRDi 90 SE	£14725	98	106	11
1.4 CRDi 90 Premium	£15725	98	106	12
1.4 CRDi 90 Premium SE	£16725	98	106	12
i30 3dr hatch As good as we come to expect, but not one inch better				
1.6 i20 Sport Nav	£18720	118	149	11
1.4 100 Class</				

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.4 98 2	£16805	99	143	8
1.6 GDI 132 ISG	£17595	128	124	12
1.6 GDI 133 ISG	£19395	128	124	12
1.6 GDI 133 ISG	£20600	128	137	13
1.6 GDI 133 4 Tech ISG	£22500	128	137	15
1.6 T-GDI 201 GT	£20700	201	171	29
1.6 T-GDI 201 GT Tech	£23400	201	171	29
1.4 CRDI 89 1	£16095	89	109	6
1.6 CRDI 126 1 ISG	£16695	126	97	12
1.6 CRDI 126 2 ISG	£18695	126	100	13
1.6 CRDI 126 3 ISG	£20495	126	100	13
1.6 CRDI 126 4 ISG	£22095	126	112	14
1.6 CRDI 126 4 Tech ISG	£23995	126	112	15
CEED 5dr estate Another slightly bigger looker from Schreyer, but also forgettable	★★★★★			
1.4 98 VR7	£16400	99	148	8
1.4 CRDI 89 1 ISG	£17295	89	109	6
1.6 CRDI 126 1 ISG	£18095	126	116	12
1.6 CRDI 126 2 ISG	£19695	126	116	13
1.6 CRDI 126 3 ISG	£21495	126	116	13
1.6 CRDI 126 4 ISG	£23295	126	116	14
1.6 CRDI 126 4 Tech ISG	£25195	126	116	15
PROCEED 3dr hatch Another slightly smaller looker from Schreyer. Still not memorable	★★★★★			
1.4 98 VR7	£14900	133	143	10
1.6 GDI 133 3 ISG	£17895	133	124	14
1.6 GDI 133 3 ISG	£19905	133	137	15
1.6 GDI 133 SE DCT auto	£21205	133	140	14
1.6 T-GDI 201 GT	£20200	201	171	29
1.6 T-GDI 201 GT Tech	£22900	201	171	30
1.6 CRDI 126 1 ISG	£18995	126	100	13
1.6 CRDI 126 3 ISG	£20995	126	112	13
1.6 CRDI 126 SE Tech	£23095	126	112	13
SOUL 5dr hatch Looks divide opinion. Better value now, but still hardly the best option	★★★★★			
EV 81kW	£29995	107	-	19
1.6 GDI Start	£12800	130	158	9
1.6 GDI Connect	£15000	130	158	10
1.6 GDI Connect Plus	£16100	130	158	10
1.6 GDI Mixx	£18350	130	170	11
1.6 GDI Maxx	£20150	130	170	11
1.6 CRDI Connect	£16600	132	136	9
1.6 CRDI Connect Plus	£17700	132	136	10
1.6 CRDI Mixx	£19950	132	136	10
1.6 CRDI Maxx	£21750	132	136	11
OPTIMA 4dr saloon Looks the part, but is well off the European saloon pace	★★★★★			
1.7 CRDI 2 ISG	£22895	134	128	17
1.7 CRDI 1 ISG	£19995	134	128	17
1.7 CRDI 3 ISG	£25795	134	128	20
VENGA 5dr mpv Versatile interior, but firm ride and high price disappoint	★★★★★			
1.4 89 1 ISG	£11995	89	130	8
1.4 89 1 Air ISG	£12795	89	130	8
1.4 89 SR7 ISG	£13595	89	130	9
1.4 89 2 ISG	£13895	89	130	9
1.6 123 3 ISG	£16190	123	139	13
1.6 123 2 auto	£15810	123	154	11
1.6 123 3 auto	£17290	123	154	11
1.4 CRDI 89 2	£15195	89	119	10
1.4 CRDI 89 SR7	£14895	89	119	10
1.6 CRDI 114 3 ISG	£17475	114	117	14
1.6 CRDI 114 4 ISG	£18570	114	117	14
CARENS 5dr mpv Nicely up to scratch now, but no class leader	★★★★★			
1.7 CRDI 3 Sat Nav ISG	£22550	136	132	16
1.6 GDI 1 ISG	£18195	133	149	13
1.6 GDI 2 ISG	£19600	133	149	13
1.7 CRDI 114 1 ISG	£19590	114	124	12
1.7 CRDI 114 2 ISG	£20995	114	124	12
1.7 CRDI 134 2 A	£22400	136	159	16
1.7 CRDI 134 3 ISG	£24300	136	132	16
SPORTAGE 5dr 4x4 Good ride, handling and usability	★★★★★			
1.7 CRDI 4 2WD ISG	£25000	144	143	14
2.0 CRDI 4x4 2WD	£25000	134	149	16
1.6 GDI 1 2WD	£17500	133	158	14
1.6 GDI 2 2WD ISG	£19800	133	149	15
1.7 CRDI 1 2WD ISG	£19100	114	135	12
1.7 CRDI 2 2WD ISG	£21200	114	135	13
1.7 CRDI 3 2WD ISG	£23100	114	143	13
1.7 CRDI 3 SatNav 4WD ISG	£23900	114	143	13
2.0 CRDI 4x4 2WD	£23600	134	149	17
2.0 CRDI 4x4 4WD	£25500	134	156	17
2.0 CRDI 4x4 4WD nav	£26300	134	156	17
2.0 CRDI 4x4 4WD on nav	£27600	134	183	17
2.0 CRDI 181 4x4 4WD	£28200	134	158	19
SORENTO 5dr 4x4 Big and dependable, but not lovable to look directly at	★★★★★			
2.2 CRDI 4x4-1	£28795	197	149	24
2.2 CRDI 4x4-2	£31995	197	161	25
2.2 CRDI 4x4-3	£35845	197	161	26
2.2 CRDI 4x4-4	£40995	197	177	28
XTM				
X-Bow 0dr unknown Eccentric looks, sharp handling. Expensive	★★★★★			
2.0 Street	£49980	237	185	-
2.0 Clubsport	£59755	237	185	-
2.0 Supersport	£79305	237	185	-
2.0 ABT Sp. line 300	£59755	296	189	-
LAMBORGHINI				
HURACAN 2dr coupé A supercar to its bones, but the flaws are just as obvious	★★★★★			
5.2 V10 LP 610-4	£180720	601	-	-
AVENTADOR 2dr coupé Big, bullish and ballistic. But not perfect	★★★★★			
6.5 LP700-4	£242280	690	398	-
LAND ROVER				
DEFENDER 3dr 4x4 An institution. Unbeatable off road, crude on it	★★★★★			
90 2.2 D Hard Top	£23100	120	266	-
90 2.2 D Wagon	£25265	120	269	25
90 2.2 D Country	£27305	120	269	25
90 2.2 D X5 Wagon	£30505	120	269	26
DEFENDER 5dr 4x4 An institution. Unbeatable off road, crude on it	★★★★★			
110 2.2 D Hard Top	£25010	120	295	26
110 2.2 D Country Utility Wagon	£29550	120	295	-
110 2.2 D Utility Wagon	£27620	120	295	-
110 2.2 D X5 Wagon	£27620	120	295	27
MAZDA				
ELISE 2dr open Pure sports car. Great chassis and steering, low running costs	★★★★★			
1.6 Club Racer	£28580	134	149	43
1.6	£29050	134	149	43
1.6 Sport	£30650	134	149	43
1.8 S	£37205	217	175	43
EXIGE 2dr coupé Sharp, uncompromising track car. Unforgiving on road	★★★★★			
3.5 V6 S	£54610	345	236	47
EVORA 2dr coupé Sublime combination of pliant ride and sweet handling	★★★★★			
3.5 V6	£53080	276	217	50
3.5 V6+2	£54980	276	217	50
3.5 V6 Sp. Racer	£58850	276	217	50
3.5 V6 S	£62290	345	229	50
3.5 V6 S+2	£64190	345	229	50
3.5 V6 S Sp. Racer	£66850	345	229	50
MASERATI				
Ghibli 4dr saloon Classy and entertaining but less polished than a 5-Series	★★★★★			
3.0 V6	£52275	325	223	50
MEZDA				
2dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun	★★★★★			
1.5 75 SE-L	£11995	74	110	-
1.5 90 SE-L	£12995	74	110	-
1.5 90 SE-L Nav	£13995	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15995	90	105	-
1.5 115 Sport Nav	£15995	113	117	-
1.5 105 SE-L	£15995	104	89	-
1.5 105 SE-L Nav	£16395	104	89	-
1.5 105 Sport	£16995	104	89	-
1.5 105 Sport Nav	£17395	104	89	-
3dr saloon Refined, well-priced family choice. Dynamically satisfying, too	★★★★★			
2.0 120 SE	£17295	118	117	-
2.0 120 SE Nav	£17895	118	117	-
2.0 120 SE-L	£18795	118	117	-
2.0 120 SE-L Nav	£19395	118	117	-
2.0 120 Sport Nav	£20195	118	117	-
2.2 150 SE	£19645	148	104	23
2.2 150 SE-L	£20245	148	104	24
2.2 150 SE-L Nav	£21145	148	104	24
2.2 150 SE-L Nav	£21745	148	104	24
2.2 150 Sport Nav	£22545	148	104	24
3dr saloon Refined, well-priced family choice. Dynamically satisfying, too	★★★★★			
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
2.0 120 SE	£17295	118	117	-
2.0 120 SE Nav	£17895	118	117	-
2.0 120 SE-L	£18795	118	117	-
2.0 120 SE-L Nav	£19395	118	117	-
2.0 120 Sport Nav	£20195	118	117	-
2.0 165 Sport Nav	£21920	162	135	22
2.2 150 SE	£19645	148	107	24
2.2 150 SE-L	£20245	148	107	24
2.2 150 SE-L Nav	£21145	148	107	24
2.2 150 SE-L Nav	£21745	148	107	24
2.2 150 Sport Nav	£22545	148	107	24
4dr saloon A compelling mix of size, economy and performance. Interior a let down	★★★★★			
2.0 145 SE	£19795	143	129	18
2.0 145 SE Nav	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	18
2.0 145 SE-L Nav	£21495	143	129	18
2.0 165 Sport Nav	£24595	162	135	19
2.2 150 SE	£22995	148	108	21
2.2 150 SE-L	£23295	148	108	21
2.2 150 SE-L Nav	£23995	148	108	21
2.2 150 Sport Nav	£26395	148	108	21
2.2 175 Sport Nav	£26795	173	119	23
5dr saloon A compelling mix of size, economy and performance. Interior a let down	★★★★★			
2.0 145 SE-L Nav	£22425	143	129	18
2.0 165 Sport Nav	£25395	162	135	19
2.2 150 SE-L	£23795	148	116	21
2.2 175 Sport Nav	£27595	173	119	23
2.0 145 SE-L	£21725	143	131	16
2.2 150 SE	£23095	148	116	21
2.2 150 SE-L	£24095	148	116	21
2.2 150 SE-L Nav	£24795	148	116	21
2.2 150 Sport Nav	£27195	148	116	21
5dr 4x4 Superb diesel engine mated to above average package	★★★★★			
2.0 Skyactiv-G 165 SE-L Nav	£22595	162	139	15
2.0 Skyactiv-G 165 SE-L	£21895	162	139	15
2.0 Skyactiv-G 165 Sport Nav	£24895	162	139	16
2.2 Skyactiv-D 150 SE-L	£23695	148	119	18
2.2 Skyactiv-D 150 SE-L Nav	£24395	148	119	18
2.2 Skyactiv-D 150 SE-L Lux	£25295	148	119	20
2.2 Sky-D 150 SE-L Lux Nav	£25995	148	119	20
2.2 Skyactiv-D 150 Sport Nav	£26695	148	119	20
2.2 Sky-D 150 SE-L AWD	£25395	148	136	17
2.2 Sky-D 150 SE-L Nav AWD	£26095	148	136	17
2.2 Sky-D 175 Sport Nav AWD	£28695	173	136	21
5dr mpv Functional seven-seater, but not unpleasant to drive. Lots of kit	★★★★★			
2.0 150 Sport Venture	£20495	148	159	16
1.6 D115 Sport Venture	£21895	114	138	16
MX-5 2dr open The old recipe - but done better. Lean, low-cost and pretty. Enough said	★★★★★			
1.5i Sport Nav	£18550	129	139	-
1.5i SE	£18495	129	139	-
1.5i SE-L	£19245	129	139	-
1.5i SE-L Nav	£19845	129	139	-
1.5i Sport	£18050	129	139	-
2.0i SE-L	£20095	153	-	-
2.0i SE-L Nav	£20695	153	-	-
2.0i Sport	£22695	153	-	-
2.0i Sport Nav	£23295	153	-	-
MCLAREN				
650S 2dr coupé Extraordinary pace and handling. The car the 12C should have been	★★★★★			
3.8 V8	£195250	641	-	50
650S SPIDER 2dr open More of the same although noisier - and better for it	★★★★★			
3.8 V8	£215250	641	-	50
P1 2dr coupé Other-worldly. As worthy of a place in hypercar history as the F1	★★★★★			
3.8 V8	£860000	903	194	50

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Large SUVs



1 Range Rover Sport From £60,000
Now bigger and better. A cut-price Range Rover rather than a jumped-up Discovery – and the best here by a mile. ★★★★★



2 Porsche Cayenne From £50,000
The current model is more agile, more stylish and more sporty-feeling than before. A great interior, too. ★★★★★



3 BMW X5 From £43,000
Remains an accomplished and luxurious product. Trumped by others in the driving department now, though. ★★★★★



4 Land Rover Discovery From £40,000
Looks like an outmoded hulk in this list, but it can still do everything you'd ever want it to. Seven seats, too. ★★★★★



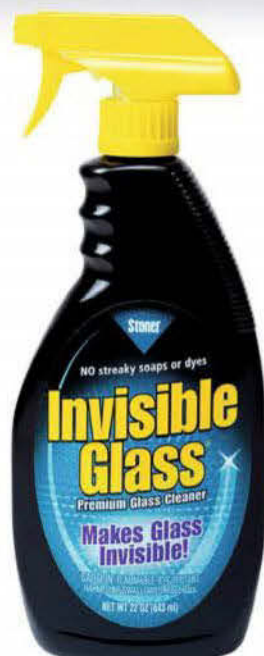
5 Volkswagen Touareg From £42,000
VW's biggest SUV is a well-balanced blend of solid dynamics, good price and usable, comfortable interior. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
E-CLASS CABRIOLET 2dr open Nice cabin, but ride isn't great. Six-sp engines best	£18105	181	146	42
E200 AMG Line	E49590	329	185	48
E400 AMG Line Plus	E38465	168	127	41
E220 BlueTEC SE	E41090	168	127	41
E250 CDI AMG Line	E41100	201	128	45
E350 BlueTEC AMG Line	E45810	228	154	48
S-CLASS 2dr coupé Heavyweight contender.	£96190	449	207	50
S63 AMG	E125595	577	237	50
S65 AMG	E183065	621	279	50
S-CLASS 4dr saloon Still the best luxury car in the real world. Calm, advanced, rewarding	E87965	436	65	50
S500 Plug-in Hybrid	E88395	449	207	50
S400 L AMG Line	E70900	328	147	49
S400 Hybrid L SE Line	E74930	328	153	49
S400 Hybrid L AMG Line	E140615	523	259	50
S600 L AMG Line	E119835	577	237	50
S63 AMG L	E119985	621	279	50
S65 AMG L	E179260	204	120	49
S300 BlueTEC Hybrid L AMG Line	E26905	254	146	49
S350 BlueTEC AMG Line	E67940	254	151	50
S350 BlueTEC L SE Line	E66910	254	148	50
S350 BlueTEC L AMG Line	E70940	254	154	50
CLS 4dr saloon Saloon-like practicality, coupe-like rewards	E55850	328	170	50
400 AMG Line	E86500	577	237	50
63 AMG S	E46500	715	129	44
220 BlueTEC AMG Line	E49950	254	146	49
350 BlueTEC AMG Line	E49950	254	146	49
CLS 5dr shooting brake Saloon-like practicality, coupe-like rewards	E87000	577	231	50
63 AMG S	E48080	715	129	44
350 BlueTEC AMG Line	E51400	254	162	47
GLA 5dr 4x4 Not the most practical crossover, but good looking and very decent to drive	E31330	208	154	34
GLA250 AMG Line 4Matic	E44510	154	175	34
GLA45 AMG	E26265	134	119	25
GLA200 CDI Sport	E29150	134	119	25
GLA200 CDI AMG Line	E27210	134	119	25
GLA200 CDI 4Matic AMG Line	E30345	134	119	25
GLA220 CDI 4Matic	E30775	168	129	28
GLA220 CDI AMG Line 4Matic	E31775	168	129	28
M-CLASS 5dr 4x4 Roomy, quiet and well-appointed. A proper Merc SUV	E50180	254	189	43
ML350 BlueTEC SE Exec	E86995	356	276	50
ML63 AMG	E47340	201	165	38
ML250 BlueTEC SE Exec	E50000	201	165	38
ML350 BlueTEC AMG Line	E52840	254	189	43
G-CLASS 5dr 4x4 Massively expensive and compromised, but with character to spare	E86435	208	295	50
G350 BlueTEC	E129735	537	322	50
G63 AMG	E129735	537	322	50
GL-CLASS 5dr 4x4 Decent on road and off despite its size. Nice cabin, too	E60750	261	209	49
GL350 BlueTEC AMG Sport	E92350	549	288	50
GL63 AMG	E24884	148	153	19
V-CLASS 5dr mpv Expensively appointed mini bus. With matching price tag	E41845	161	149	9
V220 SE	E44340	161	149	9
V220 Extra Long SE	E45875	161	149	9
V250 SE	E43515	161	157	9
V250 Sport	E46010	161	157	9
V250 Extra Long SE	E45050	161	157	9
V250 Extra Long Sport	E47545	161	157	9
SLK 2dr open Enthusiastic, neat handling and brisk all-weather roadster	E34750	181	158	41
200 CGI BlueEFF Sport	E38705	201	169	44
350 CGI BlueEFF Sport	E44605	302	167	45
SLK55 AMG	E55345	416	195	47
SLK250 CDI	E33150	201	132	42
SLK250 CDI AMG Sport	E37150	201	132	42
SL 2dr open Big, luxurious and classier than a royal stud farm. Merc at its best.	E72500	329	178	50
SL400	E81915	429	212	50
SL63 AMG	E112510	557	231	50
SL65 AMG	E169670	612	270	50
CL 2dr coupé Comfortable big coupe. More than sports car	E95545	429	227	50
CL500	E118885	536	244	50
CL65 AMG	E164840	612	334	50
AMG GT 2dr coupé Clever and handsome replacement for the SL. Different, but very good	E97195	456	216	50
4.0 V8 S	E110495	503	219	50
MG				
MG3 5dr hatch Neatly tuned and nicely styled super-mini. Flaws covered up by price	E8399	105	136	4
1.5 3Form	E9299	105	136	4
1.5 3Form Sport	E9549	105	136	4
1.5 3Style	E9999	105	136	4
MG6 4dr saloon Good dynamics and space. Poor finish and running costs	E19955	158	174	11
1.8T Magnetite TSE	E21195	148	129	14
1.9 DTI Magnetite TSE	E12045	97	95	10
MG6 5dr hatch Good dynamics and space. Poor finish and running costs	E13045	97	95	10
1.8 TCI GT S	E15455	158	174	13
1.8 TCI GT SE	E16955	158	174	14
1.8 TCI GT SE	E18955	158	174	14
1.9 DTI GT S	E16995	148	129	13
1.9 DTI GT SE	E18195	148	129	14
1.9 DTI GT TSE	E20195	148	129	14
MINI				
HATCH 3dr hatch Has matured very satisfyingly into its larger footprint. A real contender	E13955	102	108	12
1.2 One	E15505	134	105	18
1.5 Cooper	E18840	189	133	26
2.0 S Cooper				
1.5 dCi Tekna	E15075	114	89	11
1.5 dCi Cooper	E16435	114	92	15
2.0 SD Cooper	E19655	168	106	23
HATCH 5dr hatch Additional door hardly adds charm. Bottom line embellished nevertheless	E14565	102	112	12
1.2 One	E16105	134	109	18
1.5 Cooper	E19440	189	136	26
1.5 dCi One	E15675	94	92	11
1.5 dCi Cooper	E17235	114	95	15
2.0 SD Cooper	E20255	168	109	23
ONE CONVERTIBLE 2dr open Lots of style, but poor ride and refinement	E16585	97	133	14
COOPER CONVERTIBLE 2dr open Lots of style, poor ride and refinement	E18015	121	133	18
1.6	E21175	121	133	20
1.6T S	E21215	181	139	30
1.6T S Highgate	E24245	181	139	32
1.6T S John Cooper Works	E25460	208	157	36
1.6D	E19095	110	105	19
1.6D Highgate	E22255	110	105	21
2.0 SD	E21925	141	118	23
2.0 SD Highgate	E24955	141	118	24
PACEMAN 3dr coupé Two-door Countryman a Mini too far for us. Tough to like	E19115	121	137	16
1.6 Cooper	E22485	181	139	30
1.6T Cooper S ALL4	E23720	181	148	29
1.6T John Cooper Works	E29575	208	165	34
1.6D Cooper D ALL4	E21645	110	123	14
1.6D Cooper D	E20375	110	115	15
2.0D Cooper SD	E23235	141	119	20
2.0D Cooper SD ALL4	E24535	141	126	19
COUNTRYMAN 5dr 4x4 Big, but still more funky than useful	E17105	97	134	12
1.6 Cooper 2WD	E18625	120	137	16
1.6T Cooper S 2WD	E22005	181	139	30
1.6T Cooper S ALL4 4WD	E23240	181	148	28
1.6T JCW	E28985	215	165	33
1.6D One 2WD	E18135	89	111	13
1.6D Cooper 2WD	E19885	110	111	18
1.6D Cooper D ALL4 4WD	E21165	110	123	16
2.0D Cooper SD	E22755	141	119	20
2.0D Cooper SD ALL4 4WD	E24055	141	126	20
MITSUBISHI				
I 5dr hatch Electric city transport. Fun, quirky but ludicrously expensive	E28554	63	0	27
MIEV Keiko				
MIRAGE 5dr hatch Straightforward hatchback. Not for the likes of us	E9054	70	96	15
1.2 79 MIVEC	E11054	79	96	18
1.2 79 MIVEC 3	E12054	79	100	18
ASX 5dr 4x4 Engine sets a new standard, but otherwise unexceptional	E15184	115	137	13
1.6 2 ZWD	E17435	115	137	13
1.6 3 ZWD	E19435	114	136	19
1.8 DID 4 ZWD	E24344	114	136	19
2.0 DID 4 ZWD auto	E24884	148	153	19
SHOGUN 5dr 4x4 Has its appeal. Needs more chassis finesse, but still charming	E29289	197	213	32
3.2 Di-DC S62	E34489	197	224	34
3.2 Di-DC S64 auto	E37489	197	224	34
OUTLANDER 5dr 4x4 Practical and efficient, although very ordinary inside	E33304	200	44	26
2.0 PHEV GX3h	E37954	200	44	27
2.0 PHEV GX4h	E40054	200	44	24
2.2 Di-D GX2 AWD	E23984	148	138	22
2.2 Di-D GX3 AWD	E26784	148	140	23
2.2 Di-D GX4 AWD	E30684	148	140	24
MORGAN				
3 WHEELER 2dr open Eccentric, uniquely English and not a little special	E31140	115	215	1
1.9 115 Sport	E34000	115	-	-
1.9 115 Bespoke	E34995	115	-	-
1.9 115 Superspy	E39945	115	-	-
AERO SUPERSPORTS 2dr open Has pace and kerbside status, but pricey	E126900	390	269	9
4.8 V8				
4.8 2dr open Has its appeal, but not so rewarding to drive	E31500	110	-	-
PLUS 4 2dr open Has its appeal. Needs more chassis finesse, but still charming	E35400	145	172	-
2.0 2 Seater	E40200	145	172	-
ROADSTER 2dr open More advanced, but pricey and needs better brakes	E51000	280	-	-
3.7 V6 4 Seater	E45900	280	-	-
3.7 V6				
PURUS EIGHT 2dr open Oldie VW charm lives on, but requires oodles of cash	E85200	367	-	-
4.8 V8				
NISSAN				
MICRA 5dr hatch Low running costs but below average overall	E10295	79	115	6
1.2 Visia	E11945	79	115	7
1.2 Acenta	E13345	79	115	7
1.2 Tekna	E12045	97	95	10
1.2 DiG-S Visia	E13045	97	95	10
1.2 DiG-S Acenta	E14445	97	95	11
1.2 DiG-S Tekna				
1.8 TCI GT S	E15455	158	174	13
1.8 TCI GT SE	E16955	158	174	14
1.8 TCI GT TSE	E18955	158	174	14
1.9 DTI GT S	E16995	148	129	13
1.9 DTI GT SE	E18195	148	129	14
1.9 DTI GT TSE	E20195	148	129	14
NOTE 5dr hatch It lacks a bit of verve, but objectively the Note is entirely fit for purpose	E12130	78	109	6
1.2 Visia	E13525	78	109	6
1.2 Acenta	E14425	78	109	6
1.2 DiG-S Acenta	E14625	97	99	10
1.2 DiG-S Acenta Premium	E15525	97	99	10
1.2 DiG-S Tekna	E16230	97	99	10
1.5 dCi Visia	E14130	89	92	8
1.5 dCi Acenta	E15525	89	92	8
1.5 dCi Acenta Premium	E16425	89	92	9
1.5 dCi Tekna	E17130	89	92	9
LEAF 5dr hatch Comfortable electric car with 100 mile range	E30590	107	0	24
80kw Tekna	E26490	107	0	23
80kw Visia+	E27590	107	0	23
80kw Acenta	E28590	107	0	23
PULSAR 5dr hatch Undeniably fit for purpose, but its appeal goes no deeper than that	E15995	114	117	10
1.2 DiG-T115 Visia	E17645	114	117	10
1.2 DiG-T115 Acenta	E18995	114	117	10
1.2 DiG-T115 n-tec	E20345	114	117	10
1.5 dCi Visia	E17595	99	94	11
1.5 dCi Acenta	E19245	99	94	11
1.5 dCi 110 n-tec	E20595	99	94	11
1.5 dCi 110 Tekna	E21945	99	94	11
QASHQAI 5dr hatch Second generation a masterly update of the first. The crossover to beat	E28500	128	115	19
1.6 dCi 130 Tekna 4WD	E18265	113	129	17
1.2 DiG-T115 Visia	E19850	113	129	14
1.2 DiG-T115 n-tec	E21700	113	129	14
1.2 DiG-T115 Tekna	E22250	113	129	14
1.6 DiG-T115 n-tec	E23200	161	138	14
1.6 DiG-T115 Tekna	E23750	161	138	14
1.6 DiG-T115 n-tec	E25300	161	138	14
1.5 dCi 110 Visia	E20015	99	99	17
1.5 dCi 110 Acenta	E21600	99	99	17
1.5 dCi 110 n-tec	E23450	99	99	14
1.6 DiG-T115 n-tec	E24000	99	99	14
1.5 dCi 110 Tekna	E25550	99	99	15
1.6 DiG-T115 Tekna	E26800	128	115	19
X-TRAIL 5dr 4x4 Sleek, Qashqai-based crossover is an easy win if you require seven seats	E23195	128	129	19
1.6 dCi Visia 2WD	E24995	128	129	19
1.6 dCi Acenta 2WD	E26695	128	139	20
1.6 dCi n-tec 2WD	E27645	128	129	19
1.6 dCi n-tec 4WD	E29345	128	139	20
1.6 dCi Tekna 2WD	E29645	128	129	19
1.6 dCi Tekna 4WD	E31345			

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TSI 105 SE DSG	£14185	104	124	12
1.2 TSI 105 FR	£14190	104	119	12
1.2 TSI 105 FR DSG	£15285	104	124	12
1.4 TSI 140 ACT FR	£15495	138	109	21
1.4 TSI 140 ACT FR Edition	£16110	138	109	22
1.4 TSI 180i Cupra DSG	£18980	178	139	27
1.2 TDI 75 S A-C	£13305	74	102	7
1.2 TDI 75 S A-C Ecomotive	£13830	74	92	7
1.2 TDI 75 SE Ecomotive	£14360	74	92	7
1.6 TDI 105 SE	£14910	104	112	14
1.6 TDI 105 FR	£15910	104	112	14
2.0 TDI 143 FR	£17085	141	123	22
IBIZA 5dr hatch	Sharp looks and handling. Cupra needs a manual			
1.2 12v 70 S A-C	£11960	69	125	5
1.4 85 SE	£13095	84	139	9
1.4 85 Toca	£13420	84	139	11
1.2 TSI 105 SE DSG	£14735	104	124	12
1.2 TSI 105 FR	£14740	104	119	12
1.2 TSI 105 FR DSG	£15835	104	124	12
1.4 TSI 140 ACT FR	£16645	138	109	21
1.4 TSI 140 ACT FR Edition	£16645	138	109	22
1.2 TDI 75 S A-C	£13855	74	102	7
1.2 TDI 75 S A-C Ecomotive	£14380	74	92	7
1.2 TDI 75 SE Ecomotive	£14910	74	92	7
1.6 TDI 105 SE	£15460	104	112	14
1.6 TDI 105 FR	£16460	104	112	14
2.0 TDI 143 FR	£17635	141	123	22
IBIZA 5dr estate	Rivals are more practical but Ibiza is fun			
1.2 70 S A-C	£12660	69	128	5
1.4 85 SE	£13795	84	139	9
1.4 85 Toca	£14120	84	139	11
1.2 TSI 105 SE DSG	£15435	103	124	12
1.2 TSI 105 FR	£15440	103	119	12
1.4 TSI 140 ACT FR	£16745	138	109	21
1.2 TDI 75 S A-C	£14555	74	105	7
1.2 TDI 75 S A-C Ecomotive	£15080	74	92	7
1.2 TDI 75 SE Ecomotive	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
TOLEDO 5dr hatch	Makes practical sense, but leaves no other lasting impression			
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI CR S Ecomotive	£17150	104	104	15
1.6 TDI CR S Ecomotive	£18370	104	106	15
LEON 3dr hatch	Sharp looks and handling. Inevitably back from the Golf's quality			
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 140 FR	£19265	138	119	18
1.8 TSI 180 FR	£20740	178	154	23
2.0 TSI 265 Cupra	£25960	261	137	32
2.0 TSI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£22530	148	106	20
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch	Sharp looks and handling. Inevitably back from the Golf's quality			
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 140 FR	£19565	138	119	18
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TDI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
LEON 5dr estate	Sharp looks and handling. Inevitably back from the Golf's quality			
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
ALTEA 5dr hatch	Short on interior flexibility and visibility. Well-judged drive			
1.6 TDI 105 i-Tech Ecomotive	£19345	103	119	14
2.0 TDI 140 i-Tech	£20145	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotive	£20065	103	119	13
XL 2.0 TDI 140 i-Tech	£20865	138	129	19
ALHAMBRA 5dr mpv	Practical, refined and good value. Not exciting			
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-Tech	£28630	138	146	18
2.0 TDI 140 Eco S Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22
SKODA				
SKIGO 3dr hatch	The VW Up in entry-level Skoda format			
1.0 60 S	£8210	59	105	1
1.0 60 SE	£9060	59	105	1
1.0 60 Monte Carlo	£10590	59	105	2
1.0 60 GreenTech SE	£9420	59	95	1
1.0 60 GreenTech Eleg.	£10000	59	95	1
1.75 GreenTech Eleg.	£10390	74	98	2
CTIGO 5dr hatch	The VW Up in entry-level Skoda format			
1.0 60 S	£8560	59	105	1
1.0 60 SE	£9410	59	105	1
1.0 60 Monte Carlo	£10940	59	105	2
1.0 60 GreenTech SE	£9770	59	95	1
1.0 60 GreenTech Eleg.	£10350	59	95	1
1.75 GreenTech Eleg.	£10740	74	98	2
FABIA 5dr hatch	Straight-laced for a supermini, but as likeable an all-rounder as you'll find			
1.0 60 S	£10600	59	106	-
1.0 75 S	£11460	74	108	-
1.0 75 SE	£12760	74	108	-
1.2 90 SE L	£13610	74	108	-
1.2 90 SE	£13390	89	107	-
1.2 90 SE L	£14240	89	107	-
1.2 110 DSG S	£13740	108	109	-
1.2 110 SE	£14040	108	110	-
1.2 110 SE L	£14890	108	110	-
1.4 TDI 90 S	£14090	89	88	-
1.4 TDI 90 SE	£15390	89	88	-
1.4 TDI 90 SE L	£16240	89	88	-
1.4 TDI 105 SE L	£16840	104	90	-
FABIA 5dr estate	Straight-laced for a supermini, but as likeable an all-rounder as you'll find			
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13905	74	109	3
1.2 90 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	110	13
1.2 TSI 110 SE	£15185	108	110	12
1.2 TSI 110 SE L	£16035	108	110	12
1.2 TSI 90 SE	£14535	89	107	8
1.2 TSI 90 SE L	£15385	89	107	8
1.2 TSI 105 SE L	£17985	104	92	12
1.4 TDI 90 S	£15090	89	89	10
1.4 TDI 90 SE	£16535	89	89	10
1.4 TDI 90 SE L	£17385	89	89	11
RAPID 5dr hatch	Slender five-door hatch makes most sense under a Skoda badge			
1.6 TDI 105 S	£17145	103	114	16
1.6 TDI 105 Eleg.	£17555	103	114	13
1.6 TDI 105 GreenLine	£17815	103	99	13
1.6 TDI 105 GreenTech Eleg.	£17805	103	104	13
1.6 TDI 105 GreenTech SE	£17055	103	104	13
1.6 TDI 90 S	£15855	103	114	13
1.6 TDI 90 SE	£16805	103	114	13
1.2 75 S	£13190	74	137	7
1.2 TSI 86 S	£13980	84	119	10
1.2 TSI 86 SE	£14930	84	119	10
1.2 TSI 86 GreenTech S	£14230	84	114	10
1.2 TSI 86 GreenTech SE	£15180	84	114	10
1.2 TSI 105 SE	£15630	104	125	13
1.2 TSI 105 Eleg.	£16380	104	125	13
1.2 TSI 105 GreenTech SE	£15880	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16630	104	118	13
1.2 TSI 105 Sport	£15630	104	125	15
1.4 TSI 122 SE DSG	£17425	120	134	16
1.4 TSI 122 Eleg. DSG	£18175	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17545	120	127	18
1.4 TSI 122 GreenTech Eleg.	£17945	120	127	18
1.6 TDI 105 S	£16430	103	114	16
1.6 TDI 105 SE	£17380	103	114	15
1.6 TDI 105 Eleg.	£18130	103	114	15
1.6 TDI 105 GreenTech SE	£17630	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18380	103	106	15
RAPID 5dr estate	Estate shape makes most sense of Rapid's skinny body			
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14590	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14340	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G'tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16790	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17195	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16140	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice			
1.2 TSI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26915	178	141	25
2.0 TSI 220 vRS	£24100	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 GreenLine	£20515	108	85	15
1.6 TDI 110 SE Business GreenL	£20365	108	85	15
2.0 TDI 150 SE	£20825	148	106	19
2.0 TDI 150 SE Business	£20675	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26755	148	106	22
2.0 TDI 184 vRS	£24365	181	119	26
OCTAVIA 5dr estate	Extended wheelbase makes the Octavia an even more practical choice			
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21320	108	85	15
1.6 TDI 110 SE Business G'line	£21170	108	85	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23080	148	124	19
2.0 TDI 150 SE Business	£21480	148	110	19
1.2 TSI 105 S	£17330	104	117	

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.0 VVT-I Icon	£13345	68	99	5
1.33 VVT-I Icon	£14095	98	114	10
1.33 VVT-I Sport	£14995	98	119	10
1.33 VVT-I Excel	£15695	98	119	10
1.5 VVT-I Hybrid Icon	£16195	98	75	10
1.5 VVT-I Hybrid Excel	£17695	98	82	11
1.4 D-40 Icon	£15595	99	111	10
AURIS 5dr hatch	Disappointingly average. There are many better rivals	★★★★☆		
1.33 VVT-i Active	£14945	99	125	7
1.33 VVT-i Icon	£17645	99	125	8
1.6 V-matic Icon	£17995	130	138	14
1.6 V-matic Icon CVT	£18995	130	134	14
1.6 V-matic Sport	£18705	130	140	14
1.6 V-matic Excel	£20250	130	140	14
1.8 VVT-I Icon Hybrid	£20645	134	84	7
1.8 VVT-I Excel Hybrid	£22890	134	91	7
1.4 D-40 Active	£16295	99	110	10
1.4 D-40 Icon	£18995	99	103	10
1.4 D-40 Sport	£19695	99	103	10
1.4 D-40 Excel	£21495	99	103	10
AURIS TOURING 5dr estate	Nothing wrong, but, nothing exceptional. Good spec	★★★★☆		
1.33 VVT-i Active	£16045	99	127	7
1.33 VVT-i Icon	£18745	99	127	8
1.4 D-40 Active	£17395	99	109	10
1.4 D-40 Excel	£22595	99	109	10
1.4 D-40 Sport	£20095	99	109	10
1.4 D-40 Sport	£20795	99	109	10
1.6 V-matic Icon	£19095	130	140	14
1.6 V-matic Sport	£19805	130	143	14
1.8 VVT-I Icon Hybrid	£21745	134	85	7
1.6 V-matic Excel	£21350	130	143	14
1.8 VVT-I Excel Hybrid	£23990	134	85	7
PRIUS 5dr hatch	Clever and appealing in its own right, not just as a hybrid	★★★★☆		
1.8 VVT-I T3	£21995	134	89	15
1.8 VVT-I T4	£23745	134	92	15
1.8 VVT-I T Spirit	£25295	134	92	15
1.8 VVT-I Plug-In	£33395	134	49	16
PRIUS+ 5dr mpv	Expensive and ugly. Bigger though	★★★★☆		
1.8 VVT-I Icon	£26145	178	96	11
1.8 VVT-I Excel	£29445	178	101	12
RAV4 5dr 4x4	A solid option, but ultimately outgunned by Korean competition	★★★★☆		
2.0 V-matic CVT Icon 4WD	£26000	150	167	29
2.0 D-40 Active 2WD	£24995	124	127	26
2.0 D-40 Icon 2WD	£24995	124	127	26
2.0 D-40 Icon 4WD	£26000	124	137	26
2.0 D-40 Invinible 2WD	£26695	124	127	27
2.0 D-40 Invinible 4WD	£27700	124	137	26
2.2 D-40 Icon 4WD	£26800	148	149	29
2.2 D-40 Invinible 4WD	£28500	148	149	29
AVENSIS 4dr saloon	Nothing wrong, but nothing exceptional. Good spec	★★★★☆		
1.8 V-matic Active	£17700	145	152	17
1.8 V-matic Icon	£20300	145	152	18
1.8 V-matic Icon+	£23250	145	152	18
2.0 D-40 Active	£18695	124	119	22
2.0 D-40 Icon	£21295	124	119	22
2.0 D-40 Icon+	£24245	124	119	23
2.0 D-40 Excel	£24495	124	119	23
2.2 D-40 150 Icon	£23450	148	143	25
2.2 D-40 150 Excel	£25250	148	143	25
2.2 D-40 150 Icon+	£25500	148	145	26
2.2 D-CAT 150 Icon	£23400	148	165	25
2.2 D-CAT 150 Icon+	£26350	148	165	25
2.2 D-CAT 150 Excel	£26595	148	167	26
AVENSIS TOURER 5dr estate	Nothing wrong, but, nothing exceptional. Good spec	★★★★☆		
1.8 V-matic Active	£18750	154	153	17
1.8 V-matic Icon	£21350	145	153	18
1.8 V-matic Icon+	£24300	145	153	18
2.0 D-40 Active	£19745	124	120	22
2.0 D-40 Icon	£22345	124	120	22
2.0 D-40 Icon+	£25295	124	120	23
2.0 D-40 Excel	£26145	124	123	23
2.2 D-40 150 Icon	£24500	148	147	25
2.2 D-40 150 Icon+	£26300	148	147	25
2.2 D-40 150 Excel	£27150	148	149	26
2.2 D-CAT 150 Icon	£24445	148	170	25
2.2 D-CAT 150 Icon+	£27405	148	170	25
2.2 D-CAT 150 Excel	£28245	148	173	26
VERSO 5dr mpv	Ride is firm and boot space limited with all seats in use	★★★★☆		
1.6 V-matic Active Sst	£17770	130	154	13
1.6 V-matic Active Tst	£18300	130	154	13
1.6 V-matic Icon Tst	£20300	130	154	14
1.8 V-matic Icon M'Drive Tst	£21800	145	159	15
1.8 V-matic Excel M'Drive Tst	£23800	145	159	15
1.6 D-40 Active	£19990	122	119	21
1.6 D-40 Icon	£21995	122	119	21
LAND CRUISER V8 5dr 4x4	A dinosaur, but, likeable. Pricey to buy and run	★★★★☆		
4.5 D-40	£65715	286	250	48
LAND CRUISER 3dr 4x4	A real go-anywhere vehicle. Spangely on road	★★★★☆		
3.0 D-40 188 LC3	£32765	185	214	31
LAND CRUISER 5dr 4x4	A real go-anywhere vehicle. Spangely on road	★★★★☆		
3.0 D-40 190 LC3	£37015	187	213	31
3.0 D-40 190 LC4	£47465	187	213	34
3.0 D-40 190 LC5	£52915	187	213	38
GT86 2dr coupé	A tail-out tribute to all our favourite things. Splendid. Cheaper now too	★★★★☆		
2.0 Primo	£23000	197	180	33
2.0 GT86	£25000	197	180	33
2.0 Aero	£27500	197	192	33
2.0 Giallo	£27500	197	180	34
2.0 GT86 auto	£25995	197	164	33
VAUXHALL				
AGILA 5dr hatch	Spacious, agile city car. Good, but too expensive and undefined	★★★★☆		
1.2i 16v VVT S AC auto	£13045	95	131	9
1.2i 16v VVT S auto	£12535	95	131	9
1.2i 16v VVT SE AC auto	£13650	95	131	10
1.0i 12v ecoFLEX Exr.	£6695	64	109	5
1.0i 12v ecoFLEX S	£10635	64	109	6
1.0i 12v ecoFLEX S AC	£11105	64	109	6
1.2i 16v VVT ecoFLEX S	£11345	95	118	9
1.2i 16v VVT ecoFLEX S AC	£11815	95	118	9
1.2i 16v VVT ecoFLEX Elite S-S	£24190	108	97	14
1.6 CDTi 110 ecoFLEX Design S-S	£18755	108	97	14
1.6 CDTi 110 eFLEX SRI S-S	£22755	108	97	14
1.4i 140 Design Nav	£19375	138	131	15
1.4i 140 Design Nav	£18884	138	131	15
1.4i 140 Elite Nav	£23914	138	131	15
1.4i 140 Elite Nav	£23064	138	131	15
1.4i 140 Energy S-S	£22339	138	131	15
1.4i 140 SE S-S	£20684	138	131	15
1.4i 140 SRI Nav	£21534	138	131	15
1.4i 140 SRI Nav	£20684	138	131	15
1.4i 140 SRI V-Line Nav	£22759	138	131	15
1.4i 140 SRI V-Line S-S	£21904	138	131	15
1.4i 140 Tech Line S-S	£21534	138	131	15
1.6i 170 Elite Nav	£25184	168	146	20
1.6i 170 Elite S-S	£24334	168	146	20
2.0 CDTi 163 Tech Line	£23644	161	119	20
2.0 CDTi 163 Tech Line	£20384	118	104	15
2.0 CDTi 120 Design Nav	£21234	118	104	15
2.0 CDTi 120 Design Nav	£24564	118	104	16
2.0 CDTi 120 Elite Nav	£25414	118	104	16
2.0 CDTi 120 Energy	£23754	118	104	16
2.0 CDTi 120 SE	£22184	118	104	16
2.0 CDTi 120 SRI	£22184	118	104	16
2.0 CDTi 120 SRI Nav	£23034	118	104	15
2.0 CDTi 120 SRI V-Line	£23404	118	104	16
2.0 CDTi 120 SRI V-Line Nav	£24254	118	104	16
2.0 CDTi 120 SRI V-Line	£23034	118	104	16
2.0 CDTi 130 Design Nav	£19544	129	104	16
2.0 CDTi 130 Design Nav	£20394	129	104	16
2.0 CDTi 130 Energy	£22914	129	104	16
2.0 CDTi 130 SRI	£21344	129	104	16
2.0 CDTi 130 SRI	£22194	129	104	16
2.0 CDTi 130 SRI V-Line	£22564	129	104	16
2.0 CDTi 130 SRI V-Line Nav	£23414	129	104	16
2.0 CDTi 130 SRI V-Line	£20634	138	104	19
2.0 CDTi 140 Design Nav	£21484	138	104	19
2.0 CDTi 140 Elite Nav	£24814	138	104	19
2.0 CDTi 140 Elite Nav	£25664	138	104	19
2.0 CDTi 140 Energy	£24004	138	104	19
2.0 CDTi 140 SE	£22434	138	104	19
2.0 CDTi 140 SRI	£22434	138	104	19
2.0 CDTi 140 SRI Nav	£23284	138	104	19
2.0 CDTi 140 SRI V-Line	£23654	138	104	19
2.0 CDTi 140 SRI V-Line Nav	£24504	138	104	19
2.0 CDTi 140 Tech Line	£23284	138	104	19
2.0 CDTi 163 Country Nav 4x4	£26644	161	147	20
2.0 CDTi 163 Design Nav	£20994	161	119	20
2.0 CDTi 163 Design Nav	£21844	161	119	20
2.0 CDTi 163 Elite Nav	£25174	161	119	20
2.0 CDTi 163 Energy	£26024	161	119	20
2.0 CDTi 163 SE	£24364	161	119	20
2.0 CDTi 163 SE	£22794	161	119	20
2.0 CDTi 163 SRI	£22794	161	119	20
2.0 CDTi 163 SRI Nav	£23644	161	119	20
2.0 CDTi 163 SRI V-Line	£24014	161	119	20
2.0 CDTi 163 SRI V-Line Nav	£24864	161	119	20
2.0 CDTi 195 Biturbo Elite auto	£28819	192	159	24
2.0 CDTi 195 Biturbo SRI	£26254	192	129	24
2.0 CDTi 195 Biturbo SRI V-Line	£27474	192	129	24
2.0 CDTi 195 Biturbo SRI V-Line Nav	£31004	192	129	24
2.0 CDTi 195 Biturbo SRI V-Line auto	£29294	192	129	24
2.0 CDTi 195 Biturbo SRI V-Line auto	£29669	192	129	24
2.0 T20 250 Elite Nav	£25814	247	174	26
2.0 T20 250 Elite S-S	£24964	247	174	26
2.0 T20 250 SRI V-Line Nav	£24654	247	174	26
2.0 T20 250 SRI V-Line S-S	£23804	247	174	26
2.8T VXR SuperSport	£31124	321	249	37
2.0 CDTi 163 Country 4x4	£25494	161	147	20
2.0 CDTi 195 Biturbo Country 4x4	£29854	192	174	24
MERIVA 5dr mpv	Clear flexdoors make sense for young families. Nice to drive	★★★★☆		
1.6 CDTi 110 S-S Exclusiv	£20485	108	99	17
1.6 CDTi 136 Exclusiv AC S-S	£20645	134	116	7
1.6 CDTi 136 SE AC S-S	£21500	134	116	7
1.6 CDTi 136 Tech Line	£17175	134	116	7
1.7 CDTi 110 Excl. AC Au	£21515	109	160	12
1.7 CDTi 110 S AC Au	£20805	109	160	12
1.7 CDTi 110 S AC Au	£20995	109	160	12
1.7 CDTi 110 SE AC Au	£22505	109	160	12
1.4i VVT 100 Energy AC	£17635	99	140	7
1.4i VVT 100 Tech Line	£13999	99	140	7
1.4i VVT 100 SE AC	£18480	99	140	8
1.4i VVT 120 Exclusiv AC	£18365	118	139	14
1.4i VVT 120 SE	£19120	118	139	14
1.4i VVT 140 Exclusiv AC	£19195	138	149	14
1.4i VVT 140 SE	£20040	138	149	14
1.3 CDTi 75 Energy AC	£19225	74	124	5
1.3 CDTi 75 Tech Line AC	£15740	74	124	5
1.6 CDTi 95 S-S Exclusiv	£20075	94	105	7
1.6 CDTi 110 S-S S-S	£21340	108	99	9
ZAFIRA 5dr mpv	Seven-seat MPV with clever interior and saloon-like handling	★★★★☆		
1.7 CDTi 110 ecoFLEX Des'n Nav	£25375	109	134	16
1.7 CDTi 110 ecoFLEX Excl' Nav	£22005	109	134	15
1.7 CDTi 125 ecoFLEX Des'n Nav	£25625	123	134	18
1.7 CDTi 125 ecoFLEX Excl' Nav	£22235	123	134	17
1.8i VVT 120 Design Nav	£15425	166	168	17
1.8i VVT 120 Design Nav	£23380	166	168	17
1.8i VVT 120 Excite	£21125	166	168	17
1.8i VVT 120 Exclusiv Nav	£19250	166	168	17
1.8i VVT 140 Exclusiv Nav	£20000	166	168	17
1.8i VVT 140 Design Nav	£24210	168	168	17
1.8i VVT 140 Exclusiv Nav	£20170	168	168	17
1.8i VVT 140 Excite	£21865	168	168	17
1.8i VVT 140 Exclusiv Nav	£19900	168	168	15
1.8i VVT 140 eco Excite	£23370	168	168	15
1.7 CDTi 110 eco Des.	£23120	109	134	15
1.7 CDTi 110 eco Des.	£21255	109	134	14
1.7 CDTi 125 eco Des.	£24625	109	134	14
1.7 CDTi 125 eco Des.	£21505	123	134	17
1.7 CDTi 125 eco Des.	£24875	123	134	17
ZAFIRA TOURER 5dr mpv	Super-stylish, but lacks sliding rear doors	★★★★☆		
1.6 CDTi 136 Elite S-S	£28435	134	109	16
1.6 CDTi 136 SRI S-S	£26890	134	109	16
1.4i 140 Tech Line	£20500	138	154	16
1.4i 140 Exclusiv	£22725	138	154	16
1.4i 140 SE	£24075	138	154	15
1.4i 140 SE	£24120	138	154	15
1.4i 140 Elite	£25620	138	154	16
1.4i 140 Elite S-S	£25915	138	146	16
1.8i 140 ES	£21410	138	1	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
PASSAT 5dr estate Supremely well-executed family-sized saloon	★★★★★				2.0 TSI 210 R-Line 4WD	£29180	208	199	22	1.6 T4 180 R-Design Lux Nav	£27620	177	129	26	2.0 D3 SE Lux Nav S-S	£30695	134	114	24	1.6 T3 Business Edition S-S	£22005	148	139	21	2.4 D4 R-Design Lux AWD S-S	£36690	178	139	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1.6 TDI 120 GT	£26835	118	110	13	2.0 TDI 110 BMT S 2WD	£22605	109	138	14	1.6 T4 180 C-Country Lux Nav	£28170	177	129	24	2.0 D3 SE Nav S-S	£28395	134	114	23	1.6 T3 SE S-S	£27005	148	139	22	2.4 D4 R-Design Lux Nav AWD S-S	£37890	178	139	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1.6 TDI 120 S	£23745	118	107	15	2.0 TDI 140 BMT S 2WD	£23155	138	137	17	2.5 T15 254 R-Design Lux Nav	£31900	251	189	35	2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29	1.6 T3 R-Design S-S	£28505	148	139	22	2.4 D5 SE Nav AWD S-S	£35890	178	139	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1.6 TDI 120 SE	£24840	118	107	12	2.0 TDI 140 BMT S 4WD	£24925	138	150	17	2.5 T15 254 C-Ctry Lux Nav AWD	£34140	251	194	30	2.0 D4 R-Design Lux S-S	£32445	178	99	29	1.6 T3 Polestar	£49755	346	237	38	2.4 D5 SE Lux Nav AWD S-S	£38590	178	139	31																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1.6 TDI 120 SE Business	£25540	118	107	12	2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18	1.6 D2 115 ES	£20795	113	88	17	2.0 D4 R-Design S-S	£31145	178	99	28	1.6 D2 Business Edition S-S	£22745	113	108	17	2.4 D5 R-Design Nav AWD S-S	£37165	178	139	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
2.0 TDI 150 GT	£27960	148	110	19	2.0 TDI 140 BMT R-Line 4WD	£28750	138	150	18	1.6 D2 115 ES Nav	£21995	113	88	17	2.0 D4 R-Design S-S	£29945	178	99	28	2.0 D3 Business Edition S-S	£23395	134	119	22	2.4 D5 R-Design Lux AWD S-S	£37970	178	139	31																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
2.0 TDI 150 R-Line	£28955	148	110	19	2.0 TDI 177 BMT R-Line 4WD	£29755	175	151	23	1.6 D2 115 SE	£22320	113	88	17	2.0 D4 SE Lux Nav S-S	£31945	178	99	29	2.0 D3 SE S-S	£28395	134	119	22	XC70 5dr estate Dull and unexceptional, but built to last	★★★★★																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
2.0 TDI 150 S	£24870	148	107	21	TOUAREG 5dr 4x4 Good value, and a great blend of comfort and deftness	★★★★★			1.6 D2 115 SE Nav	£23520	113	88	17	2.0 D4 SE Lux S-S	£30745	178	99	29	2.0 D3 SE Lux S-S	£30795	134	119	24	2.0 D4 SE Nav S-S	£34410	178	117	28																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
2.0 TDI 150 SE	£25965	148	107	19					1.6 D2 115 SE Lux	£24320	113	88	18	2.0 D4 SE S-S	£29645	178	99	29	2.0 D3 R-Design S-S	£29895	134	119	24	2.4 D4 SE Lux AWD S-S	£38290	161	139	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
2.0 TDI 150 SE Business	£26665	148	107	19					1.6 D2 115 R-Design	£23095	113	88	17	2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31	2.0 D4 Business Edition S-S	£24645	178	99	26	2.4 D5 SE Lux AWD S-S	£37590	212	139	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
2.0 TDI 190 GT	£29310	187	109	22					1.6 D2 115 R-Design Nav	£24295	113	88	17	2.4 D5 R-Design Nav S-S	£32895	212	119	30	2.4 D6 AWD Plug-in H-R Dsgn UN	£51675	275	48		3.0 T6 SE Lux AWD	£36340	300	248	37																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
2.0 TDI 190 R-Line	£30305	187	109	23					1.6 D2 115 R-Design Lux	£24770	113	88	18	2.4 D5 SE Lux Nav S-S	£33695	212	119	30	V70 5dr estate Spacious, but suffers from vague steering and old engines	★★★★★				2.4 D4 SE Lux	£36340	161	139	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
2.0 TDI 240 BITDI SCR GT	£36040	237	140	28					1.6 D2 115 R-Design Lux Nav	£25970	113	88	18	1.6 T3 Business Edition S-S	£20675	148	135	21	1.6 D2 SE Lux S-S auto	£33220	113	111	21	2.4 D5 SE Lux AWD S-S	£39540	212	139	31																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
2.0 TDI 240 BITDI SCR R-Line	£37035	237	140	28	CARAVELLE 5dr mpv Rugged workhorse to carry people	★★★★★			1.6 D2 115 C-Country SE	£23320	113	99	16	1.6 T3 SE S-S	£25675	148	135	21	1.6 D2 SE Lux S-S auto	£31620	113	111	19	XC90 5dr 4x4 Volvo takes the fight to Land Rover with seriously impressive results	★★★★★																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
PHAEON 4dr saloon Big VW feels old now, and struggles to justify its price	★★★★★				2.0 TDI 140 SE SWB	£35658	138	189	26	1.6 D2 115 C-Country SE Nav	£24520	113	99	17	1.6 T3 R-Design S-S	£27175	148	135	23	1.6 D2 SE Lux S-S auto	£31620	113	111	19	2.16 T320 Momentum	£49200	316	179	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
3.0 V6 TDI 240 SWB	£55055	236	224	45	2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26	1.6 D2 115 C-Country Lux Nav	£26520	113	99	17	1.6 D2 Business Edition S-S	£21545	113	107	17	2.0 D3 SE Nav S-S	£31620	161	119	25	2.16 T320 R-Design	£52840	316	179	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
3.0 V6 TDI 240 LWB	£57615	236	224	45	2.0 TDI 140 Exec SWB	£37818	138	189	26	2.0 D3 150 SE	£23570	148	114	22	2.0 D3 Business Edition S-S	£27195	134	114	22	2.0 D4 SE Lux S-S	£34720	178	113	29	2.16 T320 Inscription	£53740	316	179	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
TOURAN 5dr mpv Good chassis but little inspiration. Bland appearance	★★★★★				2.0 TDI 140 Exec SWB	£38478	138	189	26	2.0 D3 150 SE Nav	£24770	148	114	22	2.0 D3 SE S-S	£27195	134	114	22	2.0 D4 SE Lux S-S	£34720	178	113	29	2.16 T320 Hybrid Momentum	£59955	395	59	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
2.0 TDI 177 Sport	£28350	177	150	24	2.0 TDI 140 Exec 4Mot. SWB	£41304	138	206	26	2.0 D3 150 SE Lux Nav	£26770	148	114	23	2.0 D3 R-Design S-S	£28695	134	114	23	1.6 D2 Business Edition S-S auto	£25695	113	111	18	2.0 T8 Hybrid R-Design	£26855	395	59	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1.2 TSI 105 S	£19790	104	149	12	2.0 BITDI 180 Exec SWB	£37698	177	192	31	2.0 D3 150 R-Design	£24345	148	114	21	2.0 D4 Business Edition S-S	£23445	178	99	26	2.0 D3 Business Edition S-S	£25695	161	119	24	2.0 T8 Hybrid Inscription	£26705	395	59	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1.4 TSI 140 SE	£23600	138	159	18	2.0 BITDI 180 SE 4M SWB	£40524	177	208	32	2.0 D3 150 R-Design Nav	£25545	148	114	23	2.0 D3 SE Lux S-S	£33220	161	119	26	2.0 D5 SE Lux S-S	£33220	161	119	26	2.0 D5 225s Momentum	£45750	222	149	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1.6 TDI 105 Blue Tech S	£21600	104	121	14	2.0 BITDI 180 Exec LWB	£39588	177	192	31	2.0 D3 150 C-Country Lux Nav	£27220	148	114	23	2.0 D4 Business Edition S-S	£27195	178	113	28	2.0 D5 225s R-Design	£49825	282	152	-	2.0 D5 225s Inscription	£50185	222	152	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1.6 TDI 105 BlueTech SE	£23705	104	121	14	2.0 BITDI 180 Exec SWB	£40518	177	192	31	2.0 D3 150 C-Country SE	£24570	148	117	21	2.0 D5 Business Edition S-S	£28645	161	126	29																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

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"4Zero is brilliant, brilliant, brilliant!!!!"
bobntrace, Reading



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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/forecast	Weight (kg)	TEST DATE
LOTUS												
ELISE 2dr roadster ★★★★★	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGES 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI												
GRANTURISMO 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon ★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA												
2.5dr hatch ★★★★★	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.5 Sky-V-G SE	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV ★★★★★	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6.4dr saloon/5dr estate ★★★★★	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
CX-5 2dr hatch ★★★★★	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06

MCLAREN												
650S 2dr coupé/roadster ★★★★★	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé ★★★★★	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-AMG												
C63 4dr saloon ★★★★★	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15

MERCEDES-BENZ												
A-CLASS 5dr hatch ★★★★★	120	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A200 CDI Sport	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV ★★★★★	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr ★★★★★	186	4.0	9.2	3.3	7.5	2.6	510	457	37.2	15/25	1775	5.9.12
C63 AMG Black 186	186	4.0	9.2	3.3	7.5	2.6	510	457	37.2	15/25	1775	5.9.12
NEW C-CLASS 4dr ★★★★★	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé ★★★★★	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc ★★★★★	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate/149	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10

MG												
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé ★★★★★	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4 ★★★★★	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4 ★★★★★	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4 ★★★★★	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible ★★★★★	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

MINI												
MINI 3dr hatch ★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
COUNTRYMAN 5dr hatch ★★★★★	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé ★★★★★	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible ★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI												
ASX 5dr hatch ★★★★★	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4 ★★★★★	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4s	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN												
PLUS 8 2dr convertible ★★★★★	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
3 WHEELER 2dr convertible ★★★★★	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

NISSAN												
MICRA 5dr hatch ★★★★★	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11

NOTE 5dr hatch ★★★★★												
1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch ★★★★★	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUNE 5dr hatch ★★★★★	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Acenta 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo 1.6	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15

Leaf 5dr hatch ★★★★★												
Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
QASHQAI 5dr hatch ★★★★★												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-TRAIL 5dr hatch ★★★★★												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
370Z 2dr coupé ★★★★★												
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
GT-R 2dr coupé ★★★★★												
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09

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HER 832T <i>Herbert</i>	A131 ETT ACT 700R ADA 4N ADE 13X AGA 77A A177 KEN ALD 3N ALD 23D ALE 6C	Ablett Actor Adan Adele Agata Aitken Alden Aldred Alec	CAR 21IE C42 RON CAS 70R CAII SER CAV 3E CEL 11IE CEL 11IA CER 27S CHII EER CHE 322Y	Carrie Carron Castor Causar Cave Celine Cellia Cerys Cheer Cherry	F34 RNY F34 STS FEII DER A612 FER F131 DER F10 55H F10 REY FLO 21N FLII KES FLU IIX FFII YNN FOL 4N F2 ANC FUS 555Y	Fearn Feasts Fender Ferrari Fielder Flesh Florey Florin Flukes Flux Flynn Folan Franc Fussey Galina Gallop Gambles Gander Gasson Geneva	JUD 63E KAR 21IN K342 NEY KEA 4Y KEII SEY K3 OGH K14 TUN K215 HAN LAN 11IE LAN 670N L421 SSA LAN 12Y LAT 114M LAT IIN LAW 73Y LAY 606K L424 RUS L34 VES I ECA LEE 350N LEN 1 LEII SES LE55 ELS LEV 17T LEY 50N LI4 NNE 1 OBB 1 ODY LOF 73D LOR 31IA LOW 21IE LUC 6A LUV 11E LYA 11 LYC 637T LYD 11IA M46 KEY MAL 1RD MAL 70N MAM 5S MAR 33E MAR 632Y MAR 632Y MAR 277N M455 AGE MAS 553Y MAL 1DA MAY 7A MCC 134N MCC 110Y MCC 60Y M661 NTY MC61 ONE MCII VOR MCL 41R MEA 4H MEE 114N MEE 3K MEG 11AN MEII LON MER 12Y MER 70N MOL 3E MOL 53Y MOO 53Y MOR 216E	Judge Karin Kearney Keay Kelsey Keogh Khatun Krishan Lane Langton Larissa Larry Latham Latin Lawley Laycock Lazarus Leaves Leca Leeson Len Lenses Lessels Levitt Leyson Lianne Lobb Lody Lofted Lorena Lowrie Luvvie Lyall Lycett Lydia Mackey Mallard Malton Mams Maree Margery Margret Martyn Massage Massey Matilda Maya McClean McCloy McCoy McGinty McGone McIvor McLair Meah Meehan Meek Meghan Mellon Mellor Merry Merton Mole Moore Morrice	MOR 21IS KMO 5S MOS 70N MOX IIE MUL 114N MUS 550N MUT 770N NAH 4R NAN 377E N474 LLE N377 LES NEW 80N NEW 114N NEW 550N NI ALL NO14 KES 426 NOD NOE 11L NOR 4A NO12 MAS NOR 27H NUR 70N OBE 21 OBR 213N OCT 1 ODD 80Y OLL 13Y OLW 7N OSB 802N OSW 41D PAC 3E PAD 13Y PAL 46E PAR 120T P422 OTT PAV 31L PAW 1E PEA 4K P3 GGY PEN 70N P16 FAC P11I UME POC 606K PON 11D P100 RCH 914 POR P24 SAD PRII NES PUM 4A PUI2 VES PUT 7Y RAD 13Y RAU 11IL 12 ENA REU 883N ROB 327T ROE 1 ROG 312S 20 HAN ROM 41IN ROS 17N ROT 888 ROW 31A ROX 41IA RUB 7Y RUS 77Y	Morris Moss Moston Moxon Mullan Musson Mutton Nahar Nanette Natalie Nettles Newbon Newman Newson Niall Noakes Noel Nora Norma North Nurton Obee Obrien Oct Odd Boy Oiley Olwyn Osborn Oswald Pace Padley Palace Parrot Parrott Pavel Pawle Peak Peggy Penton Pig Face Plume Pocock Pond Porch Porsche Prasad Prunes Puma Purves Putty Radley Raul Rena Reuben Robert Roel Rogers Rohan Romain Roslyn Rot Rowena Roxana Ruby Rusty	SAB 11IA SAG 6E SAIL LLY SAY 463E SAY 1A S34 TON SEL IIF SEII XXX SET 7H SHA 29E SI4 UNA SHE 114A SI ACK SNA 417H 5 NUF SON IIG SPA 880W SPE 6K SPI2 ATT 57 AND S733 PLE S70 88S S77 OCK S70 KOE S77 ORY 57 OUT STU 427T SUR 235H 1 TAB TRA 2A TEA 555E TEK 1 T31 FER T324 NCE THA 41N THO 213Y 71 BBS TII KKA TII8 URY 70 NER TRA 61IE T123 ACY TII2 OLL TII8 STS TII6 KER STII DOR TUR 13Y TII2 NER TUI2 VEY T412 LEY VER 4S VER 11A VOL 746E JWA 1T W410 RON WAIL YSX WAS 533M WEB 63R WEB 813Y W333 WEE WEZ 1 WIII AFR W13 RDO WOO 770N 1 YEL YEII OWS	Sabina Sage Sally Savage Say Seaton Self Sell Seth Sharpe Shauna Sheila Slack Snaith Snuff Song Sparrow Speck Spratt Stand Steeple Stobbs Stock Stokoe Story Stout Stuart Suresh Tara Tease Tek 1 Telfer Terance Thain Thorley Tibbs Tikka Tilbury Toner Tracie Troll Trusts Tucker Tudor Turley Turner Turvey Varley Verna Voltage Wait Waldron Wall Waseen Webber Webster Wee Wee Wez Whar Wierd Wootton Ye Yellow
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1 PMM	E\$29,900	4 AHM	E\$6,500	6 MTP	E\$5,200			CSJ 14	E\$6,300	39 JOR	E\$3,900	MOB 113S	E\$7,500
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2 MPN	E\$5,200	5 CSJ	E\$5,100	8 BDS	E\$6,100			19 WD	E\$4,900	66 JA	E\$8,750	1234 HC	E\$4,900
2 NDJ	E\$6,600	5 GDJ	E\$5,100	8 BLS 8	E\$6,100			20 SKP	EPOA	66 JEF	E\$5,900	KG 2371	E\$3,500
2 NGJ	E\$5,600	5 GKG	E\$5,000	8 BNS 8	E\$6,600			20 OOO	EPOA	67 SN	E\$5,500	4804 PJ	E\$5,000
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MATT BURT

Rear View Mirror: tales from our archive

TVR Grantura road test

17 November 1961



The company that became known as TVR was formed in 1946, but news of its endeavours only rarely graced the pages of Autocar in the early years. The turning point came with the British launch of the Grantura, which was the first TVR to be afforded the full Autocar road test treatment.

The little two-seater was offered with a choice of three engines: the MGA 1600, the 1220cc Coventry Climax or Ford 109E power unit. Autocar's test car was fitted with the Coventry Climax unit, which produced 84bhp at 6300rpm.

Zero to 60mph was covered in 10.8sec. Low-speed torque wasn't particularly good, but "real pulling power is available from 4000rpm and up to 6500rpm, or 200rpm above maximum power.

"At higher speeds performance was rather disappointing," reported our road testers, "and the maximum speed of 101mph is well below what was expected from this car.

"When initial attempts were made to take the performance figures, it was found that the engine would not run much over 6000rpm in third gear and would not reach these revolutions in

'Soft N5 Champion sparking plugs were replaced by harder N3 plugs and a great improvement was noticed immediately'

top. Investigations revealed that rather soft N5 Champion sparking plugs were fitted; these were replaced by harder N3 plugs and a great improvement was noticed immediately."

The Grantura was offered in kit form or as a complete car, but with purchase tax adding an eye-watering £498 to the £1045 price, most buyers swerved it by ordering their car as a DIY project.

The Grantura was fitted with a ZF gearbox and a clutch "with springs of almost competition stiffness that make town driving a little tiring, but on the open road the short movement of the clutch pedal happily weds itself to the

quick action of the gear selector".

The Grantura was one of the few cars at the time to feature all-round independent suspension. It came in for criticism for its tendency to wander slightly at high speeds, but praise was forthcoming. "Compact dimensions, good manoeuvrability and high performance in the middle ranges make it a very fast cross-country car," wrote our testers. "This is not everybody's cup of tea, but to many enthusiasts its distinctive and interesting character will give lasting pleasure."

Knowing how to categorise the Grantura, which was built by Layton Sports Cars Ltd of Blackpool, was another challenge for Autocar's testers.

"Unless it is possible to put oneself in the shoes of a likely purchaser, it is difficult to consider a car in its true perspective," Autocar's report said.

"The minute luggage room curtains its use as a touring car, and in the form presented for test it is not sufficiently fast to compete in racing. One must place it in a category that has become rare today: it is a car for the person who drives for the sheer fun of it."

Got an opinion? Email us at autocar@haymarket.com

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Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.1 (8.8) – 72.4 (3.9); extra-urban 51.4 (5.5) – 88.3 (3.2); combined 42.2 (6.7) – 83.1 (3.4). CO₂ emissions 156 – 89 g/km.